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The Journal of the Fire Protection Profession

JUNE 25, 1930

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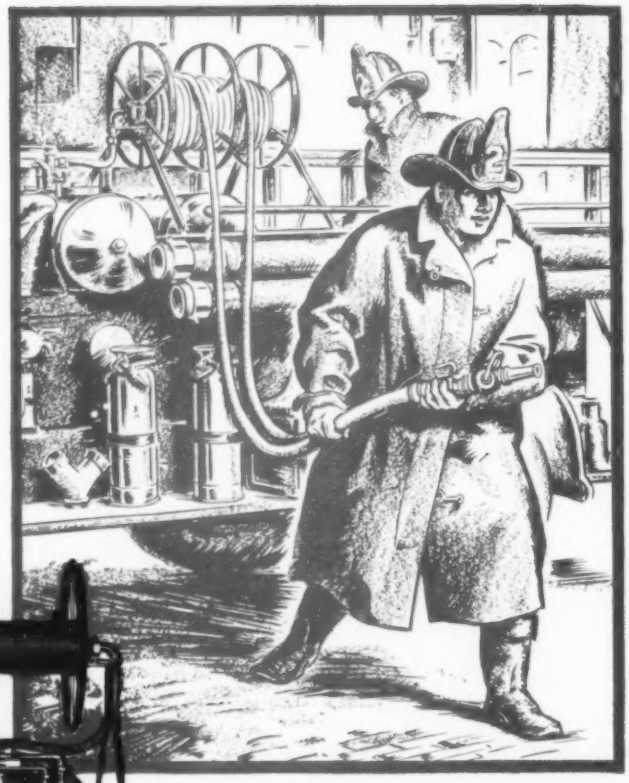

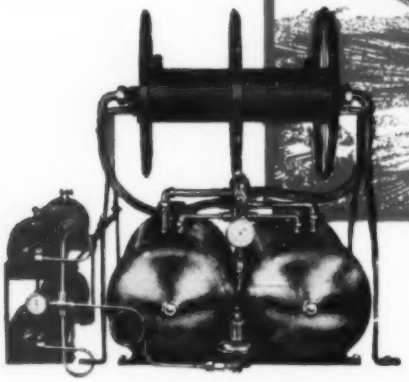

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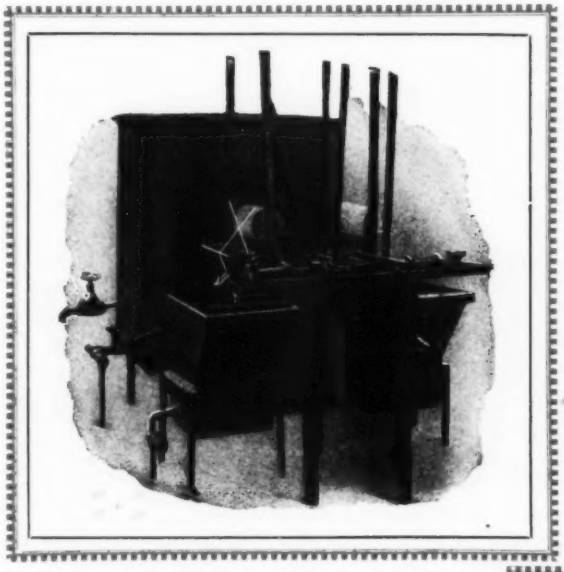

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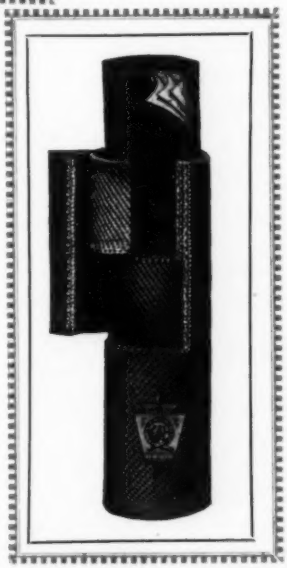

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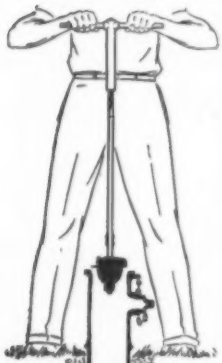

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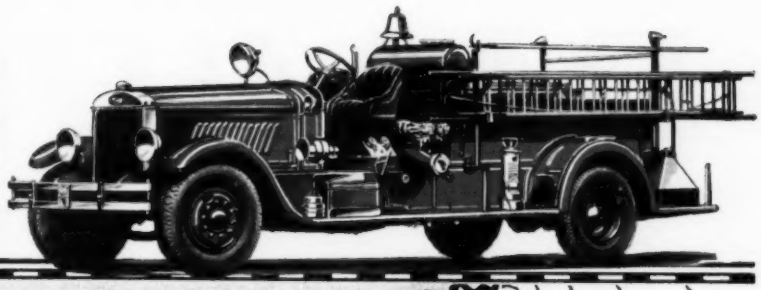

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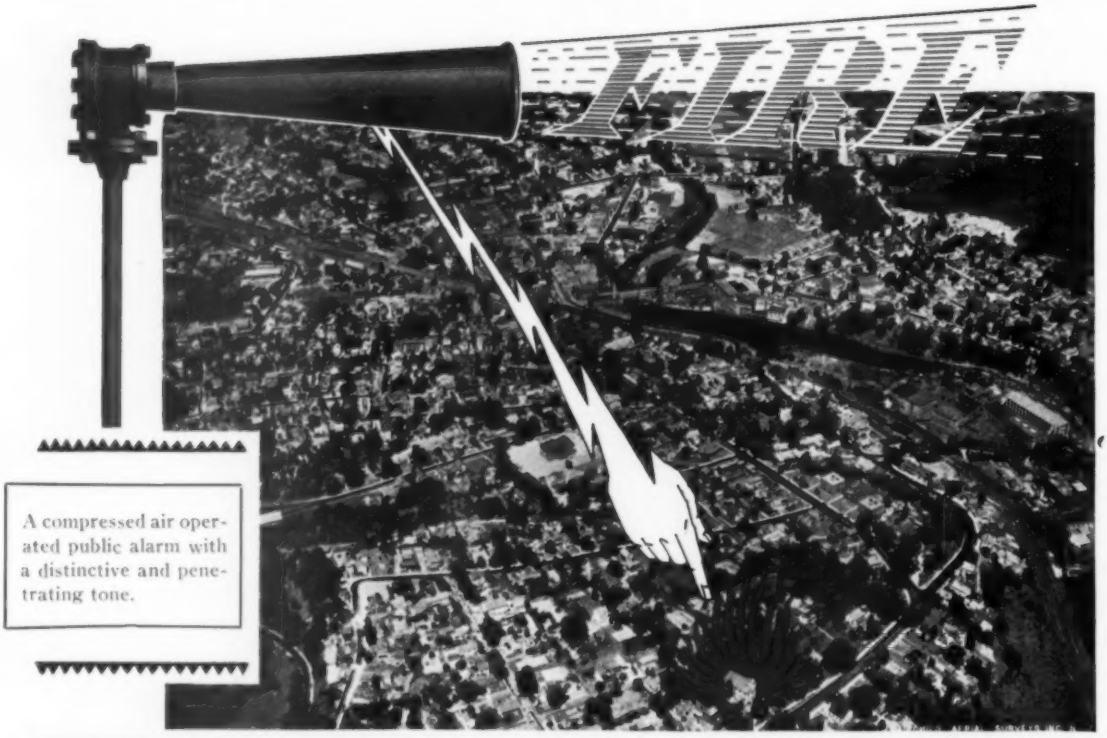

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FIRE ENGINEERING

(A Consolidation of Fire and Water Engineering and The Fire Engineer)

The Journal of the Fire Protection Profession

VOLUME LXXXIII JUNE 25, 1930 NUMBER 13

Necessity for Salvage Work, Before, During and After Fires

Special Training Required for the Work—Necessity for Fire Prevention Inspections—Salvage Work at Fires

By CHIEF EDWARD H. WARR, Fire Insurance Salvage Corps, of Baltimore, Md.

THE work of Salvage by fire departments is a subject that is of interest to every chief. The following paper contains many useful suggestions on the subject:

I do not believe there is any duty performed by the Fire Department that the general public appreciates more than efficient salvage work. The citizens are quick to recognize your efforts to conserve their property, and their appreciation gains for your department their co-operation and support. The Fire Department that practices salvage work adds to its efficient operation.

Average Business Man Knows Little of Salvage

It is a known fact that the average business man has no knowledge whatever of fire department activities or salvage operations, and he therefore arranges his stock and fixtures regardless of the serious consequences caused by fire and water. In the event of a fire or the accidental leakage of any plumbing or sprinkler equipment, should he understand these conditions he would arrange his stock and fixtures in such a manner that would enable the Fire Department or Salvage Corps men to protect them more effectively against water damage if the need arises.

Harmony Between Fire Department and Corps

After serving 17 years in the Fire Department of Baltimore City, under the watchful eye and training of one of the best fire chiefs of today, I became a few years ago, Chief of the Salvage Corps of Baltimore, and I gladly pay this tribute to my good friend Chief August Emrich, who, with the Board of Fire Commissioners, co-operates 100% in every way with the Salvage Corps of Baltimore City, perfect harmony prevailing at all times. So much so, that the only way the two departments can be distinguished is by the red helmets worn by the members of the Salvage Corps.

Soon after becoming chief of the Salvage Corps of Baltimore City, I discovered that beside the many qualifications required of an officer of the Fire Department, I had another field in which to extend my activities, such as learning the different branches of salvage work, which are too numerous to mention in this article.

Importance of Fire Prevention Inspections

Some Fire Chiefs are under the impression that salvage work is of minor consideration at fires, but it is my experience that salvage operations are just as essential as extinguishing the fire, and are a scientific study requiring a great deal of work. So much, in fact, that we have established a school of instructions, not only in efficient salvage operations, but in the art of fire prevention inspections as well, in which I found a great lack of knowledge. This statement will no doubt cause Fire Chiefs to stop and think for a moment. I believe that every Fire Chief will agree that effective salvage work begins with rigid Fire Prevention Inspections, especially in the mercantile and manufacturing districts.

It is well recognized that some means must be taken to reduce the numerous losses as a result of excessive water at fires, and I feel that a large part of this could be eliminated through the systematic and scientific practice of salvage operations.

Matters Requiring Attention of Inspectors

As previously stated in this article, effective salvage work begins with Fire Prevention Inspections. As a

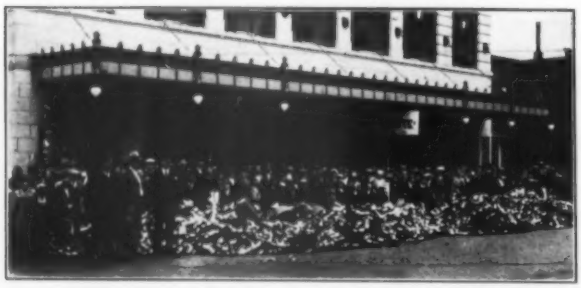
"Salvage companies should be organized, having their own officers and men, trained in the many branches of salvage operations, and fully equipped to take care of all emergencies. Salvage covers cannot be spread to do effective work in any old careless manner. It requires science and study to perform this duty of covering stock, bagging covers on the floors beneath the fire, etc."

rule fire department officers on making their inspections, devote a majority of their attention to the blocking of stairways, windows, elevator shafts, accumulations of rubbish, etc., which are important details, but on the other hand they overlook many important features that would be beneficial to the occupants of the building, the Fire Department and Salvage Corps. Among these might be mentioned: seeing that all stock is skidded off the floor at least three inches and at least eighteen inches from the ceiling; see that proper aisleways are maintained so that in case of fire the salvage men could spread their covers to better advantage. In addition to this special attention should be given to shelving built flat against the wall, cases and cabinets for display purposes improperly arranged and also the condition of the stock in the cellar. They should obtain first hand knowledge of the buildings they inspect, such as whether or not such buildings are equipped with drains, where these drains are located and to see that they are always kept free from obstruction. Also the inspectors should note the shut-off valves of sprinkler systems, ascertain if they are properly tagged, when last inspected and if such valves are in good working order.

How Fire Department Can Help in Salvage Work at Fires

During the fire, salvage operations again become a noticable part of the Fire Department work. Firemen should be as conservative as possible with water. Other unnecessary practices should be eliminated, such as: cutting out windows and frames; cutting down doors and frames, etc., and using ceiling hooks for walking canes on hardwood floors. The latter practice is common throughout the residential sections. Some wasteful and unnecessary practices are: tearing out an entire skylight, or punching an entire roof full of holes to ventilate, and the carelessness displayed in knocking over stock, etc. These practices contribute in a large way to the appalling amount of unnecessary losses. In cases where a large amount of water is needed to extinguish the fire, there are quite frequently a number of men standing around doing nothing. Such men could be used to help the salvage men remove the water from the floors and move the stock, etc., out of danger.

It has long been recognized that the efficiency of a Fire Department is based upon the manner in which its duties are performed, and all efficient Fire Departments know that it is their duty to clean up after a fire and leave the premises in as good condition as circumstances will permit. For Fire Departments were organized and are paid by the citizens of the respective communities for the sole purpose of protecting their lives and property at all times.



Photograph, Courtesy of St. Louis Post-Dispatch.

Chief Herring Finds Way to Solve the Clean-Up Problem

Each year Murphysboro, Ill., has an annual clean up, and to encourage the children to clean up the vacant lots, Chief Herring arranged to give each child a free ticket to a motion picture show if he would bring ten cans picked from alleys and lots. Each school was visited in the interest of fire prevention, and the pupils encouraged to clean up their homes. The photograph shows part of the large amount of cans collected as the admission charge to the theatre. It is interesting to note that the cans were brought tied in strings of ten.

Investigation of Incendiary and Questionable Fires

In addition to paying little or no attention to the necessity of performing salvage work at fires, a number of Fire Departments consider the investigating of fires of an incendiary or questionable nature the work of the Police Departments of their cities. This is another sad and costly mistake, and too many times the causes of such fires are recorded as *unknown*. This again makes the Fire Department appear indifferent, as the men of the Fire Department are trained to detect and note the true causes of fires, and they should make every effort to do so, and render any assistance possible.

Salvage Work by Fire Departments

I was greatly interested at reading in the issue of FIRE ENGINEERING, under the date of July 24, 1929, on page 637, in "The Round Table," the discussion on "Should Municipal Fire Departments do Salvage Work?" and "What Benefits Result from Efficient Salvage Operations?" There were quite a few Chiefs who stated that Salvage Work should be performed by Municipal Fire Departments whenever possible. At this time I want to thank Chief Smith of Pittsburgh for his fine article on Salvage Operations in that issue.

Work of the Salvage Company

To do effective salvage work at fires, Salvage Companies should be organized, having their own officers and men, trained in the many branches of salvage operations, and fully equipped to take care of all emergencies. Salvage covers cannot be spread to do effective work in any old careless manner. It requires science and study to perform this duty of covering stock, bagging covers on the floors beneath the fire, etc. After this duty is performed effectively, the water and debris is taken from the floors, and saw-dust is spread and swept up. The stock is then placed on shelves or piled in a neat and tidy condition, which enables the insurance adjuster to make a more complete check of the stock, and thereby a more reasonable adjustment is made, which materially assists in reducing the fire losses. If any part of the roof, skylight, doors or windows are broken out, it is the duty of the Salvage Officer to see that these openings are covered with tarpaulins or some other suitable covering. The machinery that has become wet must be wiped off and oiled as soon as possible.

Watching for Evidence of Incendiarism

Should the fire be of unusual circumstances, the officer in charge of the Salvage Department should know how to conduct an investigation, so as to ascertain the real cause for the fire. If in his opinion the fire is of a questionable nature, he leaves an efficient man on watch to see that the stock which has been salvaged from the fire is not watered or further damaged in any way. Cases have been known where a large amount of stock has been removed from the premises before the fire occured and for which a proof of loss has been summitted, as being burned out of sight. A number of such cases have been uncovered by efficient watchmen, and this, together with the thorough investigations of the same, has greatly helped to reduce the fire losses in Baltimore city. The watchman should also be on the alert at all times to gather any information possible, or detect any occurence that would cast suspicion on anyone connected with the premises. It is the duty,

(*Continued on page* 548)

Fighting the Railroad Yard Fire

Presents a Wide Range of Problems—Difficulty of Getting Lines in Operation Delays Work—Limited Water Supply Also a Factor

THE railroad yard fire may constitute a complex problem, due to the presence of freight sheds, cars loaded with materials ranging from high explosives to volatile inflammable oil, and material piled alongside tracks, all of which may add to the difficulties of the department in the event of fire.

The greatly increasing number of gasoline and other petroleum oil tank cars in railroad yards adds no little to the dangers of a fire occurring in the yards. A tank of gasoline, for example, rupturing at the wrong time, may not only hazardize the lives of the men operating at the fire but may also result in the rapid spread of the blaze throughout the yard.

Many railroad yards have in connection with them large sheds for the storage of Pullman and other cars, particularly where trains are made up for departure late at night. Although the majority of railroad yards confine the loading of Pullman cars to the main depot, still there are many cars which are off on a siding and beneath a shelter prior to departure or immediately after arrival during the late hours of the night and the early hours of the morning.

Thus the railroad yard fire possesses many possibilities, and represents no mean task for the fire department, if fire gains headway.

In the small town, where there are extensive sheds, and yards filled with box or cattle cars, tank cars, etc., and with little apparatus in the fire department, the railroad yard fire may prove disastrous.

Moving Cars From Fire

Where the yards are wide and fire occurs near the center, moving of cars is an effective way of isolating the fire. Should there be a yard superintendent, one of the very first moves the department should make in the event of fire is to delegate a man to get in touch with the superintendent as quickly as possible and notify him of conditions. The yard superintendent may assist the department in many ways: he may order railway employees to give a hand in shifting cars; he may be able to get a switch engine quickly on the job; he can check main line traffic to prevent damage to hose at crossings.

It goes without saying that the department should have previous knowledge of the general layout of the yard. It is very important that the direction in which the yards spread out be known. Thus, if the yards branch out from the main line at say, for example, the west, then cars will have to be shifted toward the west to get them out of the reach of the fire, particularly if the switch tracks are not long. Shifting them to the east would bring the cars to the ends of the switch tracks, and in the event that fire reached this portion of the yards, destruction might be complete.

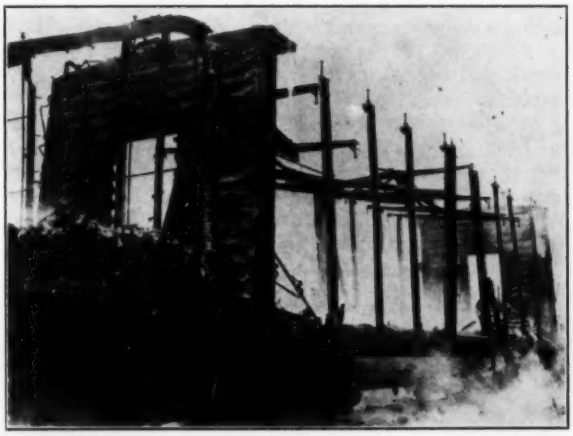
There are cases where shifting in either direction might answer the purpose, particularly if the switch tracks are not well filled and there is plenty of room on either side of the fire to enable the department to get the cars out of the danger zone.

Where no switch engine is at hand, and cars must be moved by hand, this may be accomplished by use of crowbars with curbed tips. The crow bars are placed on rails under the wheels of the car and pried downward. This operation causes the wheel to turn and by repeating the motion of the crowbars, a continual motion can be imparted to the car. It will of course take considerable time to move a car any distance by this method, but with plenty of men on hand it may possibly be accomplished and the fire thus isolated.

In moving the cars by hand certain points must be considered; for example, the inclination of the tracks, or the grade. If there is a grade down which the cars may roll when once started, this feature should be used to the fullest extent. Before moving cars make sure that the hand brakes are loosened so that they move freely.

Where a switch engine is at hand, the problem of shifting cars is simple. It is only a question of moving the cars from one track to another at a safe distance.

In shifting cars as well as in operating at the railroad fire, attention should be directed to the contents of the cars. This is usually indicated by labels tacked on the doors thereof. The Bureau of Explosives, American Railway Association, have provided standard placards which indicate the contents of the car, and which will serve as a guard against exposing men to unnecessary danger as well as employing streams on material which might prove hazardous.



Oh! Yes, There's Plenty to Burn Around a Freight Car Beside Its Contents, as This Illustration Shows

The question of water supply is usually a serious one at a fire in a railroad yard. Lack of hydrants is a common weakness, and long stretches are therefore necessary. To make matters worse, it is quite difficult to stretch lines through switch yards where the tracks are filled with cars. Furthermore, when lines have been placed, then cars cannot be shifted without first disconnecting lines to make shifting possible without injury to the hose. In some cases the hose can be stretched underneath the rails, and if there is plenty of space for this purpose, such plan should be followed. Then subsequent shifting of cars may be made without delay or injury to hose lines.

In connection with protecting cars against fires in switch yards, the best protection which can be offered gasoline or other oil tank cars, if they are present and cannot be moved, is to keep them sprayed with streams of water. By keeping the temperature down, evaporation is checked and possible rupture is prevented. The same applies to permanently mounted tanks alongside tracks, which are frequently encountered.

On pulling up to a fire in the railroad yard, size up the situation, note in which direction the tracks branch out, note the direction the adjacent cars will be shifted, note where lines must be placed so that they will not have to be disturbed when the cars are being moved.

After these points have been checked, lines are laid. Have first streams wet down the sides of cars exposed. Get to work any available men in shifting cars, particularly those which are loaded, and note any which bear posters indicating explosive contents. These must receive first attention in moving and in wetting down.

Cars should be moved from the leeward side first; the windward side afterward. There is not much danger of fire from a falling embers, for the roofs of cars are covered with tin, with the exception of the runways on top of the cars, which are made of 1-inch boards laid lengthwise of the cars.

Loading Shelters, Platforms and Sheds

Loading shelters, platforms and sheds burn rapidly because they are usually of highly inflammable construction. Furthermore, material stored in and around them is frequently of a very combustible nature with the result that once fire gets a start, it will travel with great rapidity.

Where fire has secured a hold under a freight shed, or loading shelter, and cars are lined up on both sides, rip off the boards from the roof just ahead of the fire, making an opening about 3 feet wide the whole way across the shed. This permits the heat and fire to go out and aids in checking the rapid spread of the fire.

In running down a fire in a shed over cars, particularly where it is impossible to get the cars out of the

Streams of Good Pressure Are Needed to Reach the Top of Train Sheds

way, work from the windward side underneath the shed, but sufficient slack in hose lines must be provided to make it possible to follow the fire up to the end. Also, men must be at hand to seize the line under the cars and carry it along so that the men on the nozzle can make rapid progress.

With reference to freight sheds, the methods employed in fighting such fires follow the usual line employed in handling frame structure blazes.

Occasionally railroad yard fires spread to the train sheds in connection with the depot. In this case considerable trouble may be encountered by the department due to the large open area, the confined heat, and the presence of such a great amount of combustible material incidental to the number of cars at hand. Streams of good pressure—that is, great range—must be employed

Even Though Passenger Cars May Be Stored Close Together, There Is Plenty of Room for Fire to Travel Between and Under Them

to wet down as large an area as possible. In operating on car fires in large terminal sheds there is little danger of water damage due to the fact that cars are built to stand all kinds of weather.

Talking Picture to Show Salvage Work

Indicating another important field in which the talking picture will have a far-reaching effect, Metropolitan Sound Studios of Hollywood are producing a two reel, all-talking picture for the International Association of Fire Chiefs. The production is sponsored by the National Board of Underwriters. The picture, when completed, will be made available to show modern methods of salvage for the instruction of fire department men and other interested organizations, throughout the world.

The production is being supervised by Ralph J. Scott, Chief of the Los Angeles Fire Department and President of the I. A. F. C. The production, it is expected, will be only the first in a complete series of talking pictures illustrating different branches of fire department and safety methods. Under the plan of production, various organizations interested in fire prevention, safety equipment, and affiliated industries, are sponsoring the making of the pictures by donating the funds for production.

The twenty minute picture on Salvage Methods which Metropolitan Sound Studios are now producing, will cover a large amount of material accompanied throughout by descriptive talk by authoritative speakers on this subject. It will show the equipment of a salvage company, methods of training firemen in salvage work, and the advantages to the public of these methods in preserving property at the time when fires occur.

Scenes are being made in different types of residences, warehouses and factories, showing how the salvage company of the fire department works in close conjunction with the men who do the actual fire fighting. It will also present, by contrast, a typical fire before salvage methods were put into effect and with the full operations by the salvage unit. Another interesting feature in the film will be the close cooperation of the salvage company with the fire prevention authorities in periodical inspections of prevention equipment and safety facilities in factories and other places.

The entire film will graphically show the tremendous saving to business of loss of time and employment by protecting machinery, merchandise, etc., from possible water and smoke damage.

Canon City, Col., Buys Seagrave Pumper—Canton City, Col., voted to buy a Seagrave pumper.

THE ROUND TABLE

For Practical Discussion of Current Fire Department and Fire Management Problems

THERE are many things about a fire department that the average onlooker does not understand. He is fascinated by the pretzel-like designs of the hose in front of the burning building, and wonders how in thunder it is ever possible to untangle the maze of hose lines into some semblance of order. At a large fire where many engine companies respond, or where siamese connections are used, the problem becomes even more complicated.

But after the fire is considered out and the companies are ordered back to quarters, there is little confusion. Because of markings stenciled on each hose coupling, it is possible to note which company is in charge of each particular length. Not an old Spanish custom, but a trick of the profession.

And when the men return to their respective fire stations, then there is the job of washing the hose and placing the lengths in hose towers or on racks to dry.

The problem that is treated in this issue appears in the box on this page. In the box on the following page is the question that will be treated in the next issue. Should you have some comment that you would like to make on the next problem or some question that you would like to see treated in this department, write to the "Round Table Editor," FIRE ENGINEERING, 24 W. 40th St., New York City.

HERE IS THE PROBLEM

How do you number or mark your fire hose?

How long is the hose permitted to remain in the hose tower?

What records are kept of the hose in your department?

The Question

The practice of marking hose lengths appears to be almost universal, although great improvement can be made in some instances in the hose records maintained by some companies and departments.

Forest Craig, Chief, Kokomo, Ind.: What hose that we have marked at present has been labeled with a stencil, which gave the number of each hose company. The mark was placed near the coupling.

Our hose is not permitted to remain in the hose tower any longer than necessary for it to dry. This of course depends entirely upon weather conditions and the amount of heat in the hose tower. Our hose is usually in the tower from two to four days.

Records on fire hose include: the amount of service of each hose companys' truck, and what amount each hose company has on the reserve rack.

When our hose is past service as fire hose, it is transferred to the City Street Department where it is used for street and sewer flushing. In our yearly inventory every foot of fire hose must be accounted for.

John Smith, Chief, South Pasadena, Cal.: We have a small department with only 4,000 feet of 2½-inch hose and 400 feet of 1½-inch.

The hose couplings are marked when the hose is purchased, by stamping numbers thereon, together with the date of purchase.

We have no set time for changing hose in tower as we are prepared to run water through same while hanging in tower, which we do at least once a month if hose hangs there that length of time. Fire hose on apparatus is changed once a month.

John Link, Chief, Blue Island, Ill.: After new fire hose has been tested, the name of the city is stamped on all couplings. I believe that the date of purchase should be included in the stamping so that a record of the length of service of same might be made possible. Where departments have more than one company, the marking should include the company number so that each company can make proper return of hose picked up after a fire.

We permit our hose to hang in the tower for one week, if possible, so that jackets are thoroughly dry before taking down and rolling up.

The only records we have at present are those of the city clerk as to when hose is purchased.

J. W. Fisher, Chief, Dubuque, Iowa: When new hose is received by this department a record entry is made by the Fire Department Store Keeper. The receiving date is then stamped on the base of male and female couplings with a steel stamp. When the hose is issued by the storekeeper to a company, the company number is stamped on the couplings and also the date hose was placed in service.

Hose is permitted to remain in the hose tower until thoroughly dry, this requires about forty-eight hours after hose has been washed.

Our records of hose is as follows: When hose is first received it goes directly to the storeroom, where a ledger entry is made by the storekeper of the number of feet received, from whom, the make and cost per foot. The hose is stamped as before mentioned, when issued. It is tested to 300 pounds pressure at which time it is carefully checked for defects.

The captain receiving the hose after same has been tested and stamped, makes an entry in his company ledger covering the number of feet received, make, date placed in service and from them keeps a record of its use under pressure.

When hose has been used at a fire it is washed, inspected for defects, properly dryed, rolled and placed on company hose stands. If there is any question as to condition of hose, it is tested under pressure. When a coupling has been damaged and requires replacement, the new coupling attached is stamped to correspond with markings on coupling removed.

Hose is changed on apparatus once each month whether used or not. All hose in service is tested under pressure of 250 to 300 pounds quarterly.

W. J. Mohr, Chief, Santa Monica, Cal.: Fire hose is marked as follows: For instance should the hose be purchased in July 1930 and delivery made in August 1930, August being the eighth month of the year, we start stamping with steel die numerals on couplings:

Length No. 1 — 3081
Length No. 2 — 3082
Length No. 3 — 3083

etc., etc. If we wish to check our hose, 3081 gives us the following data: Bought in 1930, the 8th month, and is length number one.

Hose is permitted to remain in tower for thirty days.

Each load of fire hose is registered, and all hose is given the same use. Each company has its number list,

and at invoice time forwards the list to the office. A Master List is kept of each length at Headquarters Station, and should a length be condemned, destroyed, or sold; the record is marked C, D, or S, as the case may be for that particular length of hose.

Richard Kelly, Chief, Davenport, Iowa: To mark fire hose we shellac a space about six inches long and after it drys put white lacquer on it. The number of hose company is then painted in red letters.

We hang hose in tower about two or three days or until it is dry, then it is taken down and rolled up and put on racks.

The commanding officer of each company keeps a record of the day, month and year he receives hose; brand of hose is also included. The above information is also marked on the hose itself.

The company officer in making out his yearly report for the chief's office lists the number of feet of hose in good, fair or poor condition, giving the date and year same was put in service at his station. When reporting poor hose, all available record data is reported, including make of same.

E. E. Leffen, Chief, San Bernardino, Cal.: All our C. R. L. hose is given a serial number before it is placed in service, this number being stamped on each coupling along with our city initials "S B." If a length is discarded, then the number dies also and is not used anymore, the number being filed off the couplings. The 2½ inch and 1½ inch is handled in the same manner but each has its own set of numbers.

At every fire at which our C. R. L. hose is laid out, the amount laid is rolled up and taken back to its station where it is washed and hung in the tower only until it is dry. We do not hang it by the couplings, but double it over half way up the tower. This method does not place a strain on the couplings. After it is thoroughly dry, it is taken down and placed on the reserve rack for future use.

A card index is kept of every length of hose in the department. When a new length of hose is received and placed in service it is given a card, showing the serial number, size, brand, by whom manufactured, and date of entering service. The results of all tests on this length is recorded on the card with the date and pressure, all repairs together with date made are also listed.

We also keep a key card of each manufacturer, showing the amount of hose in the department each one made. The only other data on this card is the date that it has been discarded. Each key card carried the numbers of thirty length of hose which makes it easy to take hose inventory direct from the cards instead of unloading the apparatus.

Wm. Brosnan, Chief, Albany, Ga.: We stencil the name of our city, date put in service and the company number on the coupling.

We do not use a hose tower but, instead, employ hose houses where the hose is kept on slatted racks slightly inclined above a horizontal position. Water is run through all our hose at least once each month whether it has been in service or not.

We keep a card index on all fire hose. On this card is shown the date of purchase and induction into service, results of semi-annual inspection and tests (we test all our hose twice each year at 200 pounds pressure), and the date when same was withdrawn from service.

Wm. J. Lutz, Chief, Wilmington, Del.: We mark our fire hose by stamping on the coupling the date put in service and the company number.

Hose stored in the tower does not remain so for a period longer than two weeks without being taken down and water run through same. Hose is then replaced in tower or on apparatus, if required. A complete change of hose on apparatus is required every two weeks. Hose is changed after each fire. Captains of their respective companies keep a complete record of their hose as to date of issue, service, condition, etc. A hose report is made to the chief's office at the end of each quarter.

Donald J. Rayburn, Chief, Eldorado, Kans.: All hose is marked by steel stamp on couplings, giving the day, month and year of purchase.

Our hose tower is only high enough to allow hanging the hose at center of each section and hose is not hung from couplings. We leave hose on tower rack only long enough to insure that the cotton fabric is thoroughly dry.

Records of hose kept annually are: date of purchase, pressure test when placed in service, and pressure tests quarterly. Hose is removed from trucks every fifteen days and water pumped into it at about one hundred pounds pressure. It is allowed to stand for twenty-four hours before reloading. A record is also made of any hose that has had boiling water or any other injurious liquid pumped through it.

H. J. Callahan, Chief, Fort Dodge, Iowa: Hose is marked with manufacturer's name and date of delivery on each coupling.

We do not use a tower, but have slatted racks where hose is laid full length to dry and where it is kept until needed. Steam pipes extend the full length of racks underneath and the heat is turned on to dry hose in winter. When hose is dry, the steam is shut off to prevent injury by too much heat.

Cards are kept showing brand of hose, date delivered and quantity. Record is kept on this card of the quantity on hand at each yearly test. By consulting the card we can see at a glance when the hose was bought and how much survived at each test.

Paul F. Dolan, Chief, Cedar Rapids, Iowa: When we receive new hose we number each section on the couplings with a steel die. We also stamp the date on the couplings each section was put in service.

The hose is kept in the hose tower until thoroughly dry, which requires about seventy-two hours by using a mild heat from a salamander.

A record is kept of each section of hose. This record includes the name of maker, brand of hose, date of purchase and pressure tests to which it has been subjected. We test our hose twice a year. A record is also kept of what disposition is made of the sections when we can no longer use them for fire service.

Albert Herring, Chief, Murphysboro, Ill.: Fire hose in tower is changed every seven days. We call this shifting hose, and the same procedure is carried out on trucks, if not used.

All hose is marked with the day and year placed in service.

C. W. King, Chief, Fort Lauderdale, Fla.: Hose is marked on the coupling with name of city and date purchased by means of a metal stamp.

For drying, hose is hung in shaded tower out of the sun for 24 hours in dry weather, or for a longer period in damp weather. Hose is also tested to 300 pounds each 60 days and classed as first and second class, and stored in racks as same.

Inventory of hose is made every thirty days. When taken out of tower, couplings and washers are greased and inspected, after which it is loaded into truck hand tight so as to avoid jammed couplings.

Burr Hamilton, Chief, Marion, Ind.: We determine the age of fire hose by the manufacturer's stenciled date on the couplings. The number of each company is also stenciled on each section with paint to prevent the hose of various companies from becoming mixed.

Hose is permitted to hang in tower from 24 to 36 hours.

Hose is tested once a year at 175 pounds. A record is kept of each test and hose found defective is thrown

(*Continued on page* 547)

HERE IS THE PROBLEM FOR THE NEXT ISSUE

What method do you employ for the estimation of fire damages?

Who makes the reports on fire damages?

Is there any check on the figure submitted, and just how is this done?

EASTERN CHIEFS' CONVENTION SHOWS ASSOCIATION'S PROGRESS

Good Attendance, Well Arranged Program and Plenty of Recreation Feature Third Annual Meeting — All Officers Re-elected

THE third annual convention of the Eastern Association of Fire Chiefs was held at the Lord Baltimore Hotel, Baltimore, Md., on June 11th and 12th, just preceding a meeting of the Maryland State Firemen's Association at the same place.

The turn-out was very satisfactory, and the interest in the various topics of the program indicated a real business-like attitude on the part of the membership.

Chief Charles Greenfield
President

A most encouraging sign was a large number of lieutenants, captains and battalion chiefs present from New York, Philadelphia and other cities in the Eastern District. These officers showed they had a real interest in the proceedings of the Association, and were frequently heard in the discussions.

A dust explosion demonstration in a miniature grain elevator was the feature of the first session on Tuesday morning, June 10th, following the usual opening ceremonies. The elevator, constructed on exact scale of a modern grain storage plant, was shown by H. R. Brown, Engineer, Bureau of Chemistry and Soils of the Department of Agriculture. Mr. Brown showed the delegates, numbering about 125, just how explosions occur. Motion pictures of disastrous explosions were shown in connection with the demonstration.

Chief Ross B. Davis
First Vice-President

Chief Gets Lantern

Mrs. Alexander Fulford, of Belair, attended the convention and presented Chief August Emrich, of the Baltimore Department, with a lantern used by the Baltimore fire fighters in 1759. The lantern will be added to the fire department collection.

J. Albert Cassidy, fire commissioner, gave some first hand information on the early days of fire fighting in Baltimore. "We generally put the fire out," Cassidy said, "even though most fires developed into a fist fight between companies. For instance, if No. 3 company got to the fire first No. 6 company was liable to cut the hose so it could be the first to get water on the blaze."

"Naturally, No. 3's men didn't appreciate the honor of the situation and said so with fists. Somehow or other, nevertheless, somebody remembered to put the fire out after the fight was settled. With the small apparatus we had, even moderate fires took time to extinguish. We used to work day and night on fires which would take an hour to extinguish now. All we had to sustain us was coffee."

After reports of the Resolution Committee, the Secretary and the Treasurer, the meeting was adjourned for luncheon.

Afternoon Session

The afternoon session opened with a talk on salvage work by Chief Edward H. Warr, Fire Insurance Salvage Corps, Baltimore, Md. Chief Warr's paper appears elsewhere in this issue.

The paper was discussed by Deputy Chief Waldron of New York, Chief Emrich, of Baltimore, Battalion Chief McGrann of the Philadelphia training school, Chief R. L. Smith of Pittsburgh, Chief Davis of Haddon Heights, Chief Greenfield of the Du Pont Company, Arlington, N. J., and others.

In response to a question by Chief Greenfield as to whether or not there was danger in connection with volunteers doing salvage work, particularly in view of openings in floors, etc., Chief Emrich answered that there should be no danger if openings were properly protected.

Chief Waldron Talks on Fire Fighting Methods

The second topic on the afternoon program was "Methods, Tactics and Strategy of Fire Fighting," by Deputy Chief John J. T. Waldron of the New York City Fire Department. Chief Waldron compared fire fighting to war, and emphasized the necessity of mapping out campaigns before fire. "Tactics is the execution of these plans, and the methods are certain ways of operating," said Chief Waldron.

One of the delegates inquired of Chief Waldron as to the general practice in operating at fires, citing one instance where the fire department opened up the front basement entrance of the building where fire was burning in the basement and then sent lines in through the rear of the basement, driving the flames out of the front opening.

Chief Waldron answered that such practice at this particular fire was considered good, as there was no more effective way of handling a fire than driving it out into the open. He further added that it is best to drive the fire out wherever possible and thus avoid lines operating at different points forcing the fire against other men at work. Chief Waldron outlined the methods of opening floors of ventilation and for operation on the fire. A board of the floor is taken up the entire length of the building, where a single floor is encountered, and this opening serves both for the purpose of getting water on the fire and for ventilating. Where double floors are encountered, the lower floor being laid diagonally, holes must be cut, as it is not practicable to provide an opening the entire length of the building by removing boards.

In answer to another question by Chief Emrich on opening concrete floors, Chief Waldron mentioned that they were usually cut by means of a chisel and an axe, or battering ram.

Chief Emrich thereupon described an electric drill which is used in Baltimore, and carried on the emergency wagon. This drill makes it possible to put holes through a concrete floor very quickly, which holes can be later enlarged as desired by the use of other tools.

Captain Burke of the New York Fire Department pointed out that the New York rescue companies carry electric drills and also a power saw for cutting heavy timber. Furthermore, public service corporations which respond to large fires carry emergency equipment which can be put into service by the fire department.

"The power saw was put into service as a result of the department encountering 4-inch planks on dock," said Chief Waldron. "The power saw cuts 4 inches deep and very rapidly. It is particularly effective in case of accident," said the Chief. "It operates on 110 volts, and uses a universal motor."

Chief Waldron urged the development of co-operation between public utilities and fire department as an effective means of handling emergency situations.

Ex-Chief F. E. Soulé
Secretary

A question submitted to the convention by Chief Diehl of Glenside, Pa., brought forth considerable discussion. It related to the use of roof ladders in reaching the peak of slate or tile covered roofs of comparatively high buildings. The pitch of the roofs is too abrupt to permit men to climb without the aid of ladders, and the roof ladders are but slightly more than half the desired length to reach the peak.

Method of Using Roof Ladders

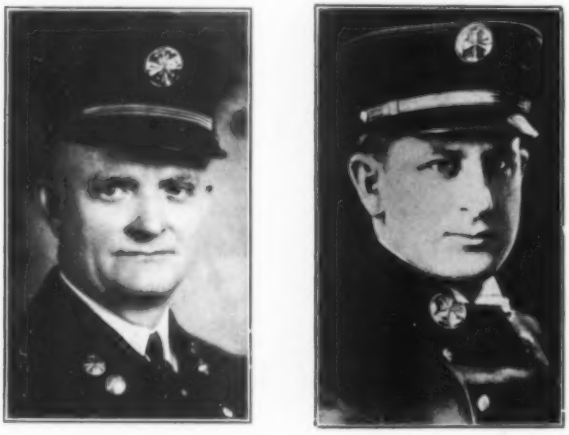
After considerable discussion it finally seemed to be the consensus of opinion that two ladders should be lashed together, the upper one being a hook ladder, to operate on the roof.

In connection with the use of ladders, Chief Emrich outlined a new method of getting cats out of trees. In one particular instance the Baltimore department was called upon to bring a cat down, but due to the height of the tree, and the difficulty of getting ladder in position a stream was finally resorted to. It did the work, the cat coming to the ground in a direct line and rather speedily.

Fire Colleges

Walter R. Hough, ex-fire commissioner of Baltimore, presented a paper on "The Scope of the Fire College."

Commissioner Hough is a member of the fire school committee of the National Waste Council, U. S. Chamber of Commerce. He outlined the progress which has been made



Left, Chief R. L. Smith, Treasurer. Right, Deputy-Chief J. J. T. Waldron, Second Vice-President

in the development of schools at different points, and emphasized the essential points in connection with such schools.

Round Table

Chief Emrich served as chairman during the Round Table discussion.

Asst. Chief Cohn of East Orange, N. J., discussed the subject of getting right of way in going to fires. He urged the use of lights of the same color by all fire departments in order that confusion might be avoid.

Deputy Chief Travers of Baltimore, offered some very useful suggestions for the protection of oil storage plants.

Standardization of hose threads was covered by J. C. Whalen, Master Mechanic of Baltimore. Mr. Whalen described the changing over of Baltimore's connections to the National Standard. The work included 190,000 2½-inch couplings and 30,000 3-inch couplings on hose. Adapters were employed during the change so that in the event of a large fire there would be no delay in connecting the lines of the various companies.

Chief Charles Greenfield outlined the progress made in New Jersey in the campaign to standardize hose couplings in all departments of the state. At the present time 78% of the cities in northern New Jersey have standardized couplings.

Wednesday's Session

Wednesday morning's session opened with a discussion on the revised constitution and by-laws.

At the suggestion of one of the lieutenants of the New York Fire Department, who represented the Lieutenants Association, a motion was made and carried unanimously that lieutenants and captains be eligible for active membership in the Eastern Association only, but that they be not entitled to hold office.

A motion was also made and carried that two classifications of life members be established—honorary life members and life members. The former would be accepted from among those interested in fire department matters, but not connected with the fire service, and membership would be granted upon the payment of $100.

Life members would be recruited from among active membership and applicants would be required to pay $50 to secure such membership.

Following this discussion, the first paper on the program, "Unusual Happenings at the Time of Fire," was read by Ross B. Davis, Chief of Fire Department, Philadelphia. This paper will be printed in an early issue.

Report of Resolution Committee

The Resolution Committee at this point presented its report. Resolutions were offered covering the payment of expense of members attending conventions by their municipalities, unform lights for signalling the approach of fire apparatus, expression of appreciation of the Association for the courtesies extended on the part of Baltimore officials, as well as a resolution of sympathy to the relatives of deceased members who passed away during the year.

The second topic on the Wednesday's program was "Proper Care of Hose and Equipment," by Battalion Chief Wm. Simmler, of Philadelphia. Chief Simmler very ably presented the essential points in the care of hose and apparatus, and emphasized precautions which must be taken in order to secure the maximum service from such fire department equipment.

The final speaker on the program was Fred Shepperd, Chairman of the Educational Committee of the International Association of Fire Chiefs. He outlined the educational plan of the Association, and the factors which led up to the Association taking the lead in preparing a course of instruction for the fire service of this country. "Chief Ralph J. Scott, President of the Association," said Mr. Shepperd, "is doing a very commendable piece of work in whipping the course of instruction into shape. He is at present supervising the taking of talking films which will be used in connection with the course of instruction. Within a few days the first class of instructors will have graduated from the Los Angeles Fire College, at which institution the class is being conducted under the auspices of the International Association of Fire Chiefs."

All Officers Re-elected

So satisfactory has been the work of the present set of officers of the Association that it was not surprising that no changes were made in the line-up for next year.

President Charles Greenfield, First Vice-President Ross B. Davis, Second Vice-President J. J. T. Waldron, Treasurer R. L. Smith and Secretary F. E. Soulé were re-elected unanimously.

The directors selected by unanimous vote for this year are as follows: Chief John Kenlon, New York; Chief M. M. Tawney, Harrisburg, Pa.; Chief Harry J. Francis, New Brunswick; Chief William Lutz, Wilmington; Chief August Emrich, Baltimore; Chief Geo. S. Watson, Washington, D. C.

Atlantic City Gets Next Convention

The next annual convention will be held at Atlantic City, as a result of an invitation from that city and a unanimous vote on the part of the membership to assemble there next year.

Dr. Archer Talks to Maryland Firemen

The annual convention of the Maryland State Firemen's Association on June 11, 12 and 13 at the Lord Baltimore Hotel, Baltimore, Md., was one of the best attended and one of the most enthusiastic in the thirty-eight years history of the association. Real Baltimorian hospitality, thanks to the initiative and generosity of Fire Chief August Emrich of Baltimore, coupled with a program of entertainment and exhibition, helped to make the convention one of the liveliest in the annals of the state.

The officers for 1930-31 are: President, H. T. Wentz of

(*Continued on page* 544)

With the Editor

Aftermath of the Parade

There was a very significant feature of the royal welcome given Admiral Byrd in New York City on June 19—significant from a fire prevention standpoint. When the Arctic and Antarctic Hero made his triumphant passage up Broadway on that occasion he was greeted with the customary showers of ticker tape, torn newspaper, etc., so that apparently he made his entry amid a blizzard of no mean proportions.

To hark back to "ancient" history, at the close of the World War, on the occasion of the celebration of the signing of the Armistice, when the citizens of the big city went hysterical with joy, a similar demonstration occurred, and Broadway was ankle deep in inflammable rubbish. It will be remembered at that time that Chief Kenlon, of New York, raised his voice in warning, expressing the opinion that the mass constituted a serious fire peril, which required only a carelessly thrown match or cigarette to start a conflagration that might easily cause serious loss of life, not to speak of heavy property damage.

The significant feature of the Byrd parade referred to was this: Anyone who passed up Broadway twenty minutes or less after the last car of the procession had disappeared into the City Hall Plaza, would have found nothing left of the mass of inflammable paper but a series of huge piles of rubbish thoroughly wet down and in no sense a hazard to the passers-by or the adjoining buildings.

So we learn by experience and through the wisdom of our fire-fighting heads to reduce to a minimum the risk that may accrue from this modern form of celebration, which, left to itself, can easily become a serious menace to life and property.

Season of Conventions

This is the season of chiefs' and firemen's conventions. From now on until October there is hardly a week passes but some event of this kind or several of them are scheduled to occur. In Chiefs' Associations there have recently been held conventions by the Kansas State Association of Fire Chiefs, May 19-23; the New York State Association of Fire Chiefs, June 9-11; the Ohio Fire Chiefs' Association, June 10-12, and the more comprehensive Eastern Association of Fire Chiefs, on June 9-10. On June 24-25 will occur the convention of the Southeastern Association of Fire Chiefs at Charlotte, N. C., and on June 24-27, the New England Association of Fire Chiefs will hold their annual gathering at Rutland, Vt.

In September we have the Pacific Coast Association of Fire Chiefs' convention at Oakland, Cal., September 1-4; and the Dominion Association of Fire Chiefs, with the annual event scheduled for September 2-5, at Port Arthur, Ont.—leading up to the greatest event of the year, the fifty-eighth annual convention of the International Association of Fire Chiefs at Hotel Royal Alexandra, Winnipeg, Manitoba, Canada, on September 9-12.

The meeting together of these chiefs in the sectional and state association is an excellent plan, as it complements the main convention of the national body, and assists the chiefs to get acquainted with the men of other departments in their immediate vicinity. It also allows of an intimate exchange of ideas among the members. But the one event that all chiefs should look forward to attending, and lay plans to that end, is the annual convention of the International Association. In this organization the chief is given the opportunity to meet chiefs from every part of the civilized world, and to learn at first hand what their problems and conditions are.

In this way the chief can learn important facts in fire fighting and fire prevention work, and no doubt, too, can impart similar facts to his fellows, based upon his long experience as a fireman. Thus these conventions become educators in the highest sense, and are invaluable means to the end of improving the Fire Chief and his men.

Let House Burn for Lack of Fee

As a rule, where an appeal for help is received within the jurisdiction of a fire department or company there is no hesitation in answering it as quickly and effectively as possible. But it seems there is a company situated in the Southern part of the country that is actuated by different and more sordid motives. If this story be true—and it bears the marks of authenticity—it harks back to the early days when fire fighters were paid by insurance companies, and before answering an alarm of fire the brigade commander made sure that the request came from a patron of the company employing the men.

In the case in point, a company responded to an alarm, had laid their hose, and were just about ready to turn on the water, when the officer in charge awoke to the fact that the victim of the blaze was not a subscriber to the fire fund. "Hold on!" he shouted; "Just a minute—he's not a subscriber!" No sooner said than the hose was reeled, the equipment packed away on the truck, and the engine clanged off, leaving the unfortunate owner to fight his own fire as best he could.

Of course, it was the most unwise and impecunious policy on the part of the owner to refuse to support the fire company—he probably received his just deserts. But at the same time it did not place the fire fighters in the

best of light before the public and the citizens. Common humanity would dictate that a fellow townsman in distress—for these were volunteers who perpetrated the act described—should have some claim upon their pity in so extreme case as that of fire. They perhaps would have made a friend of him and a future subscriber, if their course had been different and help had been graciously rendered.

New England Observes Memorial Day

Sunday, June 8, was observed as Firemen's Memorial Day throughout New England in accordance with the annual custom.

In Boston the exercises were held by the Veteran Firemen's Associations of Boston and the Charitable Association of the Boston Fire and Protective Departments. The participating organizations met at fire headquarters on Bristol Street and paraded through the south end to electric cars that were waiting to take them to Forest Hills Square. From here the line was reformed for the march to the Firemen's Lot in Forest Hills Cemetery.

Music was furnished by the Angel Guardian Band of Jamaica Plain and the Gate of Heaven Band of South Boston. John H. O'Brien, of the Jamaica Plain Veterans, was chief marshal; Lieutenant William E. Dolan, of the Boston Fire Department, was adjutant; and Harry J. McNealy of the Boston Fire Department, chief aid. There was a large detail of officers and men from the fire department. The guests included Fire Commissioner Edward F. McLaughlin, Chief Henry A. Fox, Ex-Chief Daniel F. Sennott, Ex-Fire Commissioner Theodore A. Glynn, and Edward E. Williamson, Supt. of Maintenance, B.F.D.

Prayer was offered by the Rev. John M. Stenson, of St. Patrick's Church, Roxbury, and the oration was by Joe Toye, of the *Boston Traveler*. The firemen's graves in the lot were decorated with bouquets of flowers and a wreath was placed at the base of the monument by Mrs. Alice G. Sheehan, president of the ladies' auxiliary. Taps were sounded by a detail of buglers from the U. S. Infantry.

Edward J. C. Powers, of Ladder Company No. 8, B.F.D., was chairman of the Memorial Day Committee and Martin F. Cavanagh, of the Roxbury Veteran Firemen's Association, was Secretary. The Boston Protective Department was represented by Captain Samuel A. McDonnell. After the exercises the customary dinner was held in the Municipal Building at Shamut Avenue and West Brookline Street, Edward J. Coveney, of Engine Company No. 25, acting as toastmaster.

The Cambridge Fire Department, under Chief James M. Casey, conducted memorial services at the Firemen's Lot in the Cambridge cemetery. There was a parade from the quarters of Engine Co. 4 in North Cambridge to the cemetery, the line of march being headed by the 101st Engineers' Band and a detail of police. Deputy Chief Cutler L. Vose was chief marshal, with a staff of captains as aids. At the cemetery the invoction was by the Rev. Mr. Meredith and there were selections by a quartet. The speakers included Mayor Richard M. Russell, Edward Tobin and Edward Caldwell. Chief Casey directed the placing of wreaths and the Rev. E. M. Paddock, of St. James' Church, offered benediction. A volley was fired by a squad from the 26th Signal Corps and then taps were sounded.

Firemen's Memorial Exercises at Forest Hills Cemetery

In Chelsea the members of the Winnisimmet Veteran Firemen's Association and the Chelsea Fire Department united in observing Firemen's Memorial Sunday. Details visited Woodlawn, Holy Cross, Glenwood and Garden cemeteries, where the graves of firemen were decorated. The veteran firemen led by the Elks' degree team band of Everett marched to the house of Engine Company No. 5, where exercises were held at the bronze memorial tablet erected to Fireman James Carolan, who died in 1917 when the "Ticonderoga" was torpedoed. Capt. Edward D. Sullivan was the speaker. Exercises were held in Garden Cemetery

(*Continued on page* 544)

Mayor Walker Presents Medals to Members of New York Fire Department

Members of the New York Fire Department were presented with medals by Mayor "Jimmy" Walker in City Hall Park. The men to be honored were escorted to City Hall by the departemnt band, medal winners of previous years, and by a mounted police detail. Members of their families watched the ceremonies from the grandstand erected for the reception to Rear Admiral Byrd, the day following. Chief John Kenlon is at the right of the photograph and Dr. Harry Archer, department surgeon, is at the left of the microphone.

Illinois Firemen to Have Exhibits

A letter is being sent to the various fire apparatus and equipment manufacturers concerning exhibit space at the coming convention of the Illinois Firemen's Association which will be held in Peoria, September 9-11. Both the meetings and the exhibits will be at the Hotel Pere Marquette. Chief Albert Herring of Murphysboro, Ill., who is Chairman of the Exhibit Committee, is also on the Exhibit Committee of the International Association of Fire Chiefs which will meet in Winnipeg, Canada, September 9-12.

Companies Invited for Nyack Parade

Officers of the New York State Volunteer Firemen's Association have just learned that many companies have failed to receive notices of the convention that will be held in Nyack, August 18-23. Chief Joseph O'Connor, the convention host, has requested that companies desiring to participate in the parade should send him the information at once so that he could make suitable plans for the line of march. The parade will be held on Friday August 22, and through the failure of many to receive the notices, few have signified their intention to be in the parade.

Los Angeles to Graduate Instructors—Invitations have been sent out by Chief R. J. Scott of the Los Angeles Fire Department for the graduation exercises of the 1930 class for instructors in Fire Engineering conducted by the International Association of Fire Chiefs at the Los Angeles Fire College. The exercises will be held at the Los Angeles Fire College on June 27.

Questions and Answers

NOTE—Readers are invited to send in questions, which will be answered in the order received. Names are omitted from questions unless otherwise specified

Engine Pressure at Water Tower Layout

To the Editor:

In your Questions and Answers department of the April 2nd issue the following problem was given:

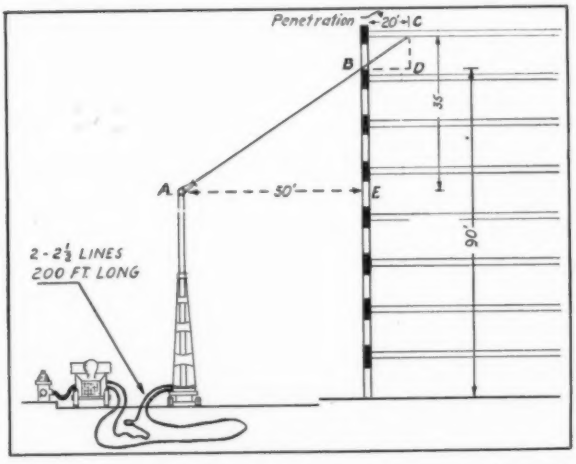
"How would you place the water tower on Main street to get an effective stream on the 8th floor of a building?"

Our water tower is 65 feet when extended. Main street is about 70 feet from curb to curb.

Would you please give me the formulas and methods of figuring the pressure at the pumper to get this effective stream. The lines to the tower are 200 feet in length—two of them being laid parallel.

In your answer you place the water tower 25 feet from the building, which gives penetration of only 10 feet into the 8th floor. I note in your answer when finding the engine pressure you do not reduce the two lines of 2½" hose to a single line, but just the figure 4 for the number of lengths of hose.

Below I am giving a solution of the problem as I have figured it out. I get my nozzle pressure by using



the simple rule of allowing 1 pound pressure for each foot that the stream must travel. For example, if the stream travels 78.2 feet, then I allow a nozzle pressure of 78.2 pounds.

Kindly advise me if the problem is worked out correctly, or not, also I would like to know if the tower in my answer is too far from the building. I am allowing a penetration of 20 feet into the building. Of course, you do not always have a street of 70 feet width at every fire so at some fires you would have to place the tower according to the width of the street.

The formula for finding the distance the water tower is to be placed from the building is as follows:

$$AE = \frac{BE \times BD}{CD} \qquad AE = \frac{25 \times 20}{10}$$

Equals $50 \div 100$ or 50 feet

This is the distance the tower is to be placed from the building. The height of the sill on the eighth floor is 90 feet and the height of the water tower extended is 65 feet, leaving a difference of 25 feet which represents the distance BE shown in the diagram.

The formula for finding the distance of stream travel is the rule for finding the hypothenuse of a triangle when two legs are known. The horizontal leg in this case will be 70 feet and the vertical one, 35 feet.

$35 \times 35 + 70 \times 70$ gives us 6,125

The square root of 6,125 equals 78.2 feet, the hypothenuse, or the travel of the stream.

Allowing 1 lb. per foot of travel, we will require a nozzle pressure of 78.2 pounds.

For finding the engine pressure, neglecting for the time being the friction loss in the tower and the elevation of the nozzle, we use the formula:

$$E.P. = N.P. \times (1.1 + K \times L)$$
$$= 78.2\ (1.1 + .135 \times 1.1)$$

Where "L" is the number of 50 foot lengths of hose in the line and "K" is the factor depending upon nozzle diameter and hose diameter.

From this, engine pressure solves out to be 97.5 pounds.

To this must be added the back pressure in the tower and the friction loss in the tower.

Back pressure equals $65 \times .434$ or 28.2 pounds.

Friction loss in the tower is taken at 15 pounds.

The correct engine pressure is then 140.7 pounds.

B. J. J.

Answer: While water tower is rarely placed at a distance of 50 feet from a building, your method of solution is entirely correct up to the point where you use the formula for finding engine pressure.

In this formula you employ .135 as the value of K and 1.1 as the length of the line ("L").

What you have done is to reduce the two parallel lines to one single line of hose, and then used the factor K for parallel lines, which is incorrect.

If you are going to use .135, then you must consider the lines parallel, and not combined. In this case L would be $200 \div 50$ or 4.

On the other hand, if you are going to use a single line which amounts to 55.5 feet of 2½" hose then you must use the value of "K" for a single line of 2½" hose equipped with 1½" nozzle, which is .505.

This is the only error in your solution.

The method you have employed for finding the distance the tower is to be placed to the building is satisfactory although not entirely practical.

Allowing one pound nozzle pressure for each foot of range of stream is also good practice.

Poor Stream From Small Main

To the Editor:

Is it possible to get a good fire stream where three-inch hose is connected to a two-inch main? Whatever data you can give me on this subject will be appreciated.

E. A.

Answer: Insofar as using 3-inch hose on a 2-inch main is concerned, this would be extremely bad practice. It is now considered unsatisfactory to take fire streams from any main smaller than 6-inch although 4-inch mains are commonly used for this purpose where they are cross-connected at both ends. In the case of 2-inch mains, the friction loss would be very great, particularly if the mains were old. As

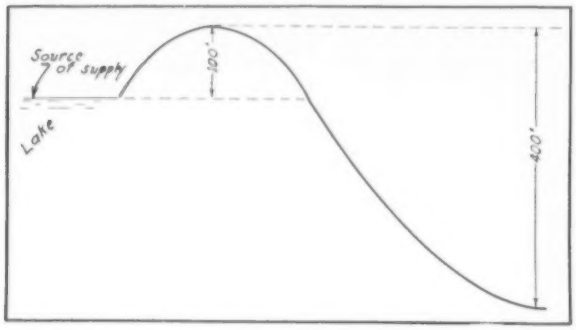
a matter of fact, it is not likely you could get a satisfactory stream from a 2-inch main if it is of considerable length and fed only at one end. The engine would draw a vacuum before a satisfactory flow from the main could be reached.

Let us state this in figures: For a flow of 240 gallons per minute, which would represent a fairly good fire stream, the friction loss in 1000 feet of 2-inch pipe in fairly good shape would be in the neighborhood of 790 pounds, 79 pounds per 100 feet. If the pipe were old, the friction loss would be in the neighborhood of 138 pounds per 100 feet or 1380 for 1000 feet. If the pipe were badly encrusted as it sometimes is afte rbeing in service for a considerable length of time, the friction loss would amount to approximately 500 pounds per 100 foot length, or 5000 pounds for a 1000 foot stretch.

You will see by these figures that if the 2-inch line of pipe is of any appreciable length you will require a tremendous pressure at the intake to force enough water through the pipe to give a satisfactory stream at the discharge end.

Drafting and Siphoning

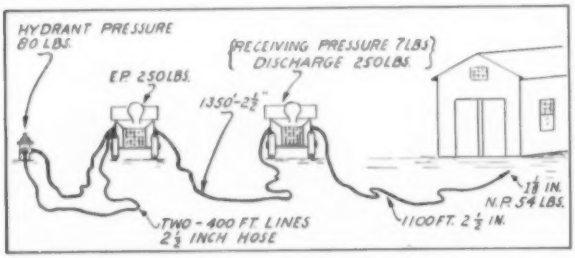
The diagram herewith, sent in by our correspondent "D. C.," to illustrate his question under the above heading in



last week's Questions and Answers, was omitted by mistake. It is published herewith to clarify his meaning.—EDITOR.

Relaying at a Fire

In last week's Questions and Answers, under the above heading, our correspondent "A. J. G." asked for information


HYDRANT PRESSURE 80 LBS.
RECEIVING PRESSURE 7 LBS.
DISCHARGE 250 LBS.
E.P. 250 LBS.
1350'-2½"
1¾ IN. N.P. 54 LBS.
TWO - 400 FT. LINES 2½ INCH HOSE
1100 FT. 2½ IN.

on the above subject, accompanying his question with a diagram. This diagram, which was omitted by mistake, is published herewth to make the matter more understandable.

Woodbury, N. J., to Have Fire House—Woodbury, N. J., has awarded a contract for the construction of a new fire house.

J. M. Hardy of Boston, Dead—J. M. Hardy, New England distributor of the Republic Rubber Company, Boston, Mass., and dealer of fire department supplies, died on May 2. He was in the fire hose business for forty years.

Portland, Ore., Foreboats to Have Radio—The three fireboats of Portland, Ore., operating in the Willamette River, will be equipped with radio so as to be in constant communication with the central station.

Toledo, Ohio, Has New Pension Plan—The Fire Pension Board of Toledo, Ohio, has endorsed a plan whereby each member of the department will receive a pension of $100 a month after serving twenty-five years. The pension schedule for thirty years' service was set at $110 a month, and thirty-five years' service at $120 a month. The new schedule will go into effect January 1, 1931.

Battalion Chief M. F. Shanahan Dead

Battalion Fire Chief, Michael F. Shanahan, aged 62 years, in command of the Sixth Battalion, on the North Side, at one time Chief and one of the oldest commanding officers of the Pittsburgh Fire Department, died suddenly on Sunday evening, June 1st, about 6:00 P. M., in Battalion Quarters, from a cerebral hemorrhage.

The Late Chief M. F. Shanahan

Chief Shanahan, on the day of his death, had answered an alarm for a small fire in a three - story frame dwelling, and after returning to quarters, complained of feeling ill. He rested himself on a couch in his office. Sometime after retiring to his office, members of Engine Company No. 42, calling to inquire how he was feeling, found the Chief lying on the floor in an unconscious condition. He was given first aid and Dr. A. F. P. Huston, city physician, was called. By the time Dr. Huston arrived, Chief Shanahan had passed away.

Chief Shanahan first joined the Fire Department of old Allegheny City, now the North Side of Pittsburgh, as a Hoseman, September 1, 1890. On September 1, 1897, he was promoted to Captain and was assigned to Truck Company B. He commanded this company until July 1, 1906, when he was promoted to Assistant Chief, and assigned to the downtown business and manufacturing district.

With the consolidation of the two cities, December 6, 1907, and the reorganization of both fire departments into one great unit, Chief Shanahan was re-appointed a District Chief and was re-assigned to his old command. On May 1, 1923, he was promoted to Chief of Department, succeeding Chief William Bennett, who retired on pension. Chief Shanahan held the position of head of department until February 16, 1926, when he retired (retirement only proved to be temporary) and was succeeded as head of the fire department by the present chief, Richard L. Smith.

After an absence of approximately four months from the department, he made application for re-instatement to the department as a battalion chief. His application for the position was approved and on June 22, 1926, he was appointed battalion chief and was assigned for duty to his old command on the North Side. Here he remained until his death.

During his entire service of over forty years as a member of the old Allegheny City Fire Department and the present department of the Greater City, Chief Shanahan proved himself an efficient and fearless fire fighter, as well as a good commanding officer. He leaves a widow, two married daughters and one son.

WM. E. PATTERSON.

Simplifying Fire Box Locations

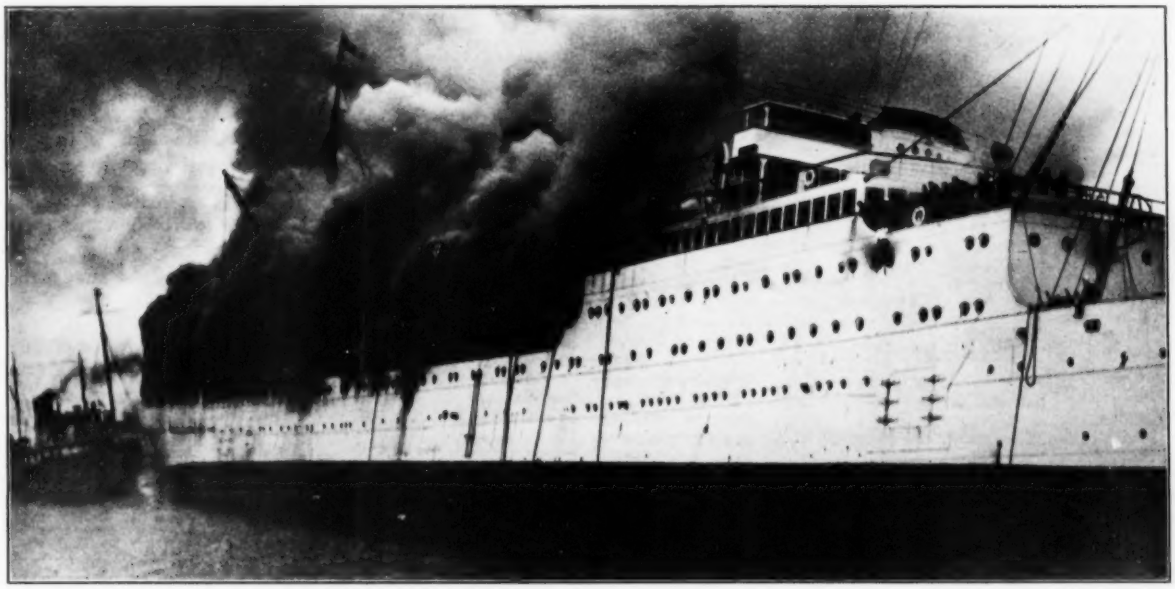
In order to make it easier for the residents of Kearny, N. J., to locate a fire alarm box and to eliminate confusion in case of a fire, Chief Knowlton F. Pierce has distributed a fire alarm card to each resident.

The card, printed on cardboard, gives the telephone number of fire headquarters in large type and has space on which to enter the location of the nearest fire alarm box. In addition, there is the location of all fire alarm boxes in the Kearny-Arlington district and the numbers. The following instructions are given:

"Study out your own conditions and what you should do at the time of fire, either in the daytime or nighttime, and decide the easiest and quickest way out of building and the quickest way of calling the fire department.

"Don't build fires in your yard or on vacant lots. Don't use gasoline for cleaning purposes in your home. Don't use matches in clothes closets. Don't let rubbish accumulate in your home or yard."

The resident is urged to post the card in a conspicuous place to serve as a daily reminder and for reference.



The "City of Honolulu," Which Was Scuttled at Its Pier in Honolulu

FIREMEN OPEN SEA COCKS TO SAVE PACIFIC LINER

Presence of Oil and Potash in Hold of Boat Made This Step Necessary — Seven-Hour Battle Before Flames Were Put Under Control

STARTING amidships, fire swept through the liner "City of Honolulu," anchored at Honolulu, Hawaii, before its trans-Pacific run to California ports. Just how the fire started is not known, but witnesses are certain that it started somewhere amidships.

The ship is a twin-screw, oil-burning steamship with a displacement of 21,000 tons. It measures 545 feet long and has accommodations for 440 first-class passengers. The cargo included 400 tons of potash, 400 tons of sugar and 17,000 barrels of oil.

The first alarm was received at 4 p. m. When the Central Station apparatus arrived they found that the Fourth Mate had assembled the ship's crew at their fire stations and the men were at work trying to control the flames. Calls were sent to the city proper, and to Waikiki and other beaches for members of the crew who were on leave. The seriousness of the fire was soon realized and within an hour after the first alarm, practically every available piece of apparatus in the city had responded.

Aid was also rushed from Fort Shafter and Pearl Harbor. Two fireboats and the U.S.S. Widgeon, a navy tug, were called. Three commercial tugs served as hoseline bases for the firemen.

As the blaze progressed, the steamer began to list toward the dock and by evening the masts were practically resting on the side of the pier. At 6:30 p. m. there was no sign of controlling the fire and orders were given for seamen to vacate their quarters. By 7 p. m. things looked more hopeful.

Flames then broke out with renewed vigor on the starboard side on C deck and started to move forward toward No. 3 hold. Here it was checked. In the evening, searchlights operated by U. S. Army units and by tugs illuminated the ship's sides.

The fire-fighters and company officials were very much concerned because of the cargo. Two representatives of oil companies were called to give advice on liberating the oil. A general conference was called on the pier with members of the harbor board, Chief W. W. Blaisdell, Fire Marshal E. P. Fogarty, and others.

Captain Foster, harbormaster, urged that the ship be sunk alongside the pier, and as quickly as possible. Others agreed with this strategy and forty-five minutes later, or at 7:45 p.m., the stern of the vessel touched bottom. Early in the morning, the fire was declared to be out.

Both Chief W. A. Blaisdel and Assistant Chief H. A. Smith who had charge of the firemen had nothing but praise for the men and the large number who assisted. Both Chief Blaisdel and Smith worked fourteen hours straight, for previously they had been fighting two large brush fires.

A doctor and fifteen nurses were sent from the Queen's Hospital, and a detail of marines was sent from Pearl Harbor.

Raymond C. Brown, acting governor, who was present throughout the fire, commended the cooperation that existed between all units engaged in fighting the fire on the "City of Honolulu."

Five Alarm Fire Checks Liquor Raid

Mystery still surrounds the cause of the fire and the identity of the owners of a huge warehouse at 521 West 27th Street, New York City, which required a fifth alarm assignment early in the morning of June 4, in which three workmen of the warehouse were found burned to death. The building was formerly occupied by one of New York City's oldest paint and varnish concerns.

The fire started with extraordinary speed and could be seen shooting through the roof for miles about the lower part of the city. It was discovered about 1:45 a. m. Additional alarms were sounded in quick succession. The heat was terrific and it blistered the paint on the water tower in the street. It also cracked windows in the old-law tenement houses of the old Chelsea district across the street.

Assistant Chief Thomas F. Dougherty was in command. The fight was entirely an exterior one and it was not until daybreak that firemen were permitted to risk the danger of entering the building.

United States Prohibition Enforcement Agents appeared on the scene and declared the building was one they had under surveillance for several days and were about to raid the premises when the fire occurred, thereby defeating them, they said, in that much of the alleged alcoholic contents of the premises had been destroyed. The government agents declared that enormous stills were contained within the building, that it was a bootleggers paradise, that commercial trucks containing fictitious automobile license plates were stored in the driveway next door, that hundreds of five-gallon cans of alcohol were found on the loading platform and that the premises was one of the largest plants for the illicit manufacture of spirituous liquors that ever came to light in New York.

It was alleged by the government agents that firemen either intentionally or accidentally hacked at the five gallons cans and thereby permitted the alcohol to drain off with the water from the numerous hose lines and deck pipes with which the fire was quenched after six hours of intensive fighting by the forces of the fire department.

As yet the owners of the establishment have not been disclosed. Several investigations were conducted in which members of the fire department were questioned. The firemen, and also their superiors, denied deliberately destroying any property that might have been useful to the government as evidence of the existence of a liquor still. Dummy owners and directors of the corporation could shed no light on the real owners.

The usual and customary charge was aired in the newspapers that "high city officials" were involved, but nothing came of those allegations. It was not until several days after the fire that the identity of the three workmen was disclosed by relatives at the Bellevue Morgue. In each instance the men had not been living at home and no member of the family could shed any light on their employers.

WM. JEROME DALY.

WHAT'S BURNING

THE following list includes fires of $25,000 loss and over in the United States and Canada, for the periods designated in the headings. These figures, compiled from telegraphic reports, are based on estimates made at the time, and are subject to later investigation and consequent revision. Taken as a whole, however, they give an approximately correct view of the losses incurred. The figures represent loss in thousands of dollars.

Week Ending June 13

	Loss in Thousands of Dollars
HAMMONTON, N. J.—Wm. L. Black Dept. Store	80
LOTHAIR, KY.—Residential property of Algoma Coal Co.	80
LARSEN, ONT.—Railway Station and adj. property	45
MOLINE, IOWA—Factory of J. J. Normoyle Co.	45
SELKIRK, MAN.—Merchant's Hotel, adj. property	45
EDENTON, N. C.—Wharf and two boats of B. G. Willis	30
BERLIN, N. H.—Fiber plant of Brown Company	30
NEWCASTLE, N. H.—Property of H. H. Beckwith	40
OSWEGO, ILL.—Farm property of W. H. Davis, 2 mi. S. E.	30
OLNEY, ILL.—Furniture and fixtures of New Olney Hotel	30
BOSTON, MASS.—Main Draw of L Street bridge	250
RULO, NEBR.—Elevator of Crittenden Grain Co.	40
WHEATLAND, IND.—Wallace Bakery and other property	65
ROSEBORO, N. C.—Plant of Denny Veneer Co.	80
WATERVILLE, ME.—Plant of Harris Baking Co.	100
ONEIDA, N. Y.—Farm property of A. C. Staudt	25
RAMSEY, N. J.—Ramsey Theatre damaged	25
LEXINGTON, KY.—Yards of J. T. Jackson Lumber Co.	40
CONWAY, MO.—Farmers Bank bldg. damaged	25
AMBIA, IND.—Business property destroyed	65
WOOSTER, OHIO—Mill of Wooster Milling & Grain Co.	40
LOS ANGELES, CAL.—Sheds of E. J. Stanton & Sons	80
SIEGFRIED, PA.—Oil tank at Penna Power & Light Co. switching station	25
CLEVELAND, OHIO—Yards of West End Sash & Door Co.	45
LOWELL, MASS.—Property of Ryan Hay & Grain Co.	150
LEMONT, ILL.—Property of Stuyvesant Peabody	50
ISLETON, CAL.—Block of business property destroyed	200
BLUFFTON, IND.—Plant of Hoosier Grain & Supply Co.	30
TOLEDO, OHIO—Union Station destroyed	65
BUCHTEL, OHIO—Business and residential property	50
GRANDFIELD, OKLA.—Five business structures	70
LITTLE ROCK, ARK.—Bldg. occupied by F. W. Woolworth Co.	75
PORT ARTHUR, TEX.—Plant of Texas Refining Co.	400

Week Ending June 20

INDIANAPOLIS, IND.—Property of Republic Creosoting Co.	40
HAYES CENTER, NEBR.—Several business bldgs.	25
JAMESTOWN, N. Y.—Richmond Hotel, adj. bldgs. Midlands Park	80
KINGSBURY, TEX.—National Bank, adj. business property	35
OMAHA, NEBR.—Elevator of Nebraska-Iowa Grain Co.	200
CHICAGO, ILL.—Albany Ave. brewery property	700
PORT ARTHUR, ONT.—Union Terminal Elevator Whse.	250
CHICAGO, ILL.—Whelco Laundry Mch. Co. adj. concerns	100
LITTLE ROCK, ARK.—Majestic Theatre destroyed	150
SUSANVILLE, CAL.—Apartment house, adj. property	80
MALVERN, ARK.—Plant of Southern Ice & Utilities Co.	45
MILLEN, GA.—Property of Turner Lumber Company	100
ALBANY, N. Y.—Delaware & Hudson freight shed	40
LOUISVILLE, KY.—Plant of Emmart Packing Co.	300
VICKSBURG, MISS.—Bldg. occupied by Stribling Motor Co.	35
SAN FRANCISCO, CAL.—Plant of Peroxide Mfg. Co., Ltd.	80
YAKIMA, WASH.—Bldg. of Central Grocery Co. damaged	45
DEADWOOD, S. DAK.—Garage of Seim & Smith Motor Co.	50
COALINGA, CAL.—Front Street property destroyed	65
NEW ORLEANS, LA.—Yacht "Cintal," adj. wharf property	80
NEW ERA, W. VA.—Beatty Hotel destroyed	25
CLIO, ALA.—Business property of English & Cravel	25
TUCKERMAN, ARK.—Property occupied by City Drug Store	25
URBANNA, VA.—Bldg. of Middlesex Motor Co.	40
MARIENVILLE, PA.—Factory of Marienville Glass Co.	100

Present Radio to Hartford, Conn., Company—Neighbors of Company 9, newest fire station in Hartford, Conn., presented the firemen of the house with a radio.

Pirsch Has New Eastern Office.—R. H. Cotterman is now representing Peter Pirsch & Sons Co., in Pennsylvania, New Jersey and New York, with headquarters at 224 Easton Ave., New Brunswick, N. J.

NEW YORK CHANGES CITY LAWS FOR MOTION PICTURE INDUSTRY

Commissioner Dorman Files Changes After Many Committee Meetings Following Fatal Pathe Studio Fire—Storage of Film is Controlled

A SEVENTEEN page report, containing 109 revised or new regulations affecting nine sections of the existing Code of City Ordinances relative to fire protection and fire prevention in the motion picture industry in New York City, was filed last week by Fire Commissioner John J. Dorman with the Board of Alderman.

The report was referred to the Committee on General Welfare.

The report covers in a comprehensive way the subjects anent: permits, building construction, theatres, studios, occupancies, laboratories, exits, sprinklers, fire appliances, quantities of film allowed, transportation, storage and handling of film and in fact every conceivable feature of the industry in so far as fire hazards are concerned. The report is the result of fourteen meetings and conferences by a special committee selected by Commissioner Dorman soon after the Pathe Studio fire in Harlem last December. The committee was headed by Chief Kenlon and several of his staff in the uniformed force, Chief Peter C. Spence of the Bureau of Fire Prevention and representatives of the National Board of Fire Underwriters, New York Fire Insurance Exchange, the Department of Water Supply, Gas & Electricity, the Motion Picture Industry and the Theatre Owner's Chamber of Commerce. There were eighteen members of the committee.

Included in the numerous and various changes or recommended revisions in the existing ordinances are proposals that the sprinkler rules of the Board of Standards and Appeals be amended to provide that all motion picture studios shall have automatic sprinklers; that all rooms in which film is handled shall have sprinkler heads every sixty-four feet, but not more than eight feet apart on lines; that sprinklers must be installed under benches or racks which obstruct the distribution of water from sprinkler heads in the ceiling; that not more than ten reels of film shall be in one work-room for each operator present; that no film shall be carried on the studio stage excepting in cameras; that storage of film shall be in vaults or cabinets and not more than 225 reels in a single cabinet.

The report recommends that all fabrics of monk's cloth, canvas, muslin, burlap, silk, satin, velvet, velour or similar material suspended from ceilings or gridirons or hanging against walls or partitions and all back drops, cycloramas and other theatrical appurtenances constructed in whole or in part of muslin, canvas, burlap, and all artificial and natural trees, shrubbery, grass mats, straw, hay and similar combustible materials shall be painted, sprayed or saturated with fire retarding or flame proofing material or otherwise rendered safe against fire to the satisfaction of the Fire Commissioner, provided however that furnishings of silk, satin, velvet and velour which are used in sets and included in the photographing of scenes need not be so treated.

It is proposed further that materials used for surfacing or to reflect or reduce sound, if not incombustible, shall be treated so as to be "slow burning in character."

Fire drills once a month, interior fire alarm systems and thermostatic alarm equipment with direct connection to either the central fire alarm station or to one of the approved private fire alarm telegraph companies is recommended. All studios are required by the proposed new regulations to employ at least one trained or skilled fire guard to inspect and maintain all fire fighting equipment and devices and such employee shall have a certificate of approval from the Fire Department.

No exit door shall be fastened or locked while the studio is in operation, according to Commissioner Dorman's recommended regulations and no exit shall be obstructed by scenery or by storage of any kind. Directional signs, arrows, pointers or similar directions shall be posted on the walls indicating exits. There shall be two means of egress from every dressing room section, one of which shall not require entering upon or crossing the main studio floor; two means of exit remote from each

Rooms used for cutting or mending film shall have metal or other shall be maintained on all studio floors or on enclosed sets. other fire retarding furniture, excepting chair seats or floor coverings which may be of slow burning materials. There shall be not more than five projecting machines in any one room and vaults used for storing film shall not be more than 750 cubic feet in diameter and shall be built of eight-inch brick.

On the subject of the quantity of film allowed, the report recommends the following:

"In theatres . . . and studios . . . film shall be stored, kept and handled only in projection booths, rewinding rooms and in special storage rooms provided for such purposes. The total quantity stored, kept or handled at any one time shall

not exceed 50,000 feet. All film not in projection machines or subject to inspection, or in the process of rewinding, shall be kept in approved containers. The quantities of film stored, kept or handled in the respective rooms of theatres, studios, etc., shall not exceed those specified in the following:

"(a) In a special storage room, not exceeding 25,000 feet;

"(b) In a projection booth or room constructed of brick, hollow tile, concrete, or other approved masonry, not exceeding 25,000 feet;

"(c) In a rewinding room constructed of brick, hollow tile, concrete or other masonry, separated from projection room with openings thereto protected with approved fire doors, not exceeding 25,000 feet;

"(d) In a projection booth constructed by asbestos board or similar approved material permitted for use in theatres or motion picture houses, not exceeding 15,000 feet.

The report recommends that the following be defined in their proper place in the Code of Ordinances: Inflammable motion picture film; motion picture film exchange or depot; motion picture film laboratory; motion picture film studio; sound recording studio; motion picture titling studio and screening or projection room.

The committee made several visits to local studios and observed conditions. It was said at Fire Headquarters last night that the proposed revisions in the Code of Ordinances had met with the acquiescence of the motion picture industry.

Chief Hawkins of Yakima Retires

H. E. Hawkins, head of the fire department of Yakima, Wash., for the past twelve years, retired from the service on May 31. In appreciation of the esteem with which the men regarded him, they presented the chief with an engraved gold watch. Chief Hawkins said that he would enjoy a good vacation before making any plans for the future.

Ray Hare has been appointed the new head of the fire department.

Ex-Chief H. E. Hawkins

Foundry Destroyed in Rushville

An early morning blaze destroyed the main portion of a foundry in Rushville, Ind., and caused $40,000 damage. A night telegraph operator of the Big Four system discovered the fire and called the fire department while a train that stopped to uncouple cars sounded several blasts to awaken the residents.

The building was built in the shape of a U. The fire had considerable headway and when the fire department arrived the whole interior of the building was in flames.

Eastern Fire Alarm Superintendents Meet

George H. Bowen, Superintendent of the Boston Automatic Fire Alarm Company, was elected President of the Eastern Association of Superintendents of Fire and Police Telegraph at the annual meeting held in Laconia, N. H., on June 11 and 12.

Chief James Warnock, of Swampscott, Mass., was chosen First Vice-President; William H. Greenlaw, Fire Alarm Superintendent and City Electrician of Beverly, Mass., was elected Second Vice-President; and Timothy O'Hearn, City Electrician of Cambridge, Mass., was elected Secretary-Treasurer.

Superintendent George L. Fickett, of the Boston Fire Alarm Division, read a paper on "The Installation of Underground Cables" giving much practical information on the subject.

L. F. Shea, of Automatic Electric, Inc., gave an address and demonstration of the West test set and its uses. City Electrician Greenlaw, of Beverly, spoke on "Radio Interference" and exhibited apparatus used for detecting radio interference.

R. P. Breckenridge, Traffic Engineer of the Automatic Signal Corporation, gave a talk on "Advantages of the Vehicle Actuated Means of Traffic Control" and explained its operation.

A dinner and round table discussion were held in the Laconia Tavern. Chief Arthur W. Spring, of the Laconia Fire Department, and Superintendent Cutting, acted as hosts to the visiting officials. A demonstration of flood lighting was given by the Crouse-Hinds Company.

The next meeting of the association will be held in Providence, R. I., in September.

HARRY BELKNAP.

New York City to Order New Fireboat

Bids for the construction of a new $320,000 flame-proof fire boat, capable of throwing 16,000 gallons of water per minute, have been received by Fire Commissioner John J. Dorman of New York.

The new marine fire fighter will be 130 feet long, will have a beam of 26 feet, a draft of 7½ feet and will be powered by five main gasoline engines, developing 2,740 horsepower. The power units will operate upon two electric motors generating 1,165 horsepower which will serve to drive the craft at eighteen miles per hour.

According to the architect's plan, the water will be pumped through two intakes on either side of the fireboat by means of four centrifugal pumps which will draw sixty-four tons per minute and discharge it through any or all of twenty nozzles on the craft. In addition, the boat will carry four thousand pounds of fire foam, a chemical preparation used for combating oil and gasoline fires.

Gasoline consumption of the motors is estimated at fifty gallons per hour per engine or a total of 250 gallons per hour for the battery of five power units. The fuel will be carried in two tanks, one forward and one aft, the pair having a capacity of 6,050 gallons. The tanks will be of a non-explosive type, protected by an aqua system with no air space above the gasoline level. In addition, the tanks will have baffle plates to resist or check the swashing of the fuel and the containers will be guarded by encasements, which, in turn, will be protected by a carbon dioxide fire-fighting system.

One auxiliary power boat, equipped with a fire pump of 150 gallons capacity for use in combating fire under piers and wharves will be carried aboard the craft.

A special arrangement of reversible fans aboard the craft will enable suction of fresh air into the crews' quarters or expulsion of air out of the interior so that fire and smoke will not be drawn into the boat. Other features will be steam heat aboard, generated by fuel oil burning boilers, lighting supplied by connections at the docks, and magnetic clutches between the engines and pumps so that the same power units can be used for simultaneously propelling the craft and forcing the water through the nozzles.

The boat will also be equipped with wireless telephone and telegraph, and a receiving and sending set to keep in constant communication with the municipal broadcasting station, WNYC.

J. A. Tracy, Former Iowa Marshal, Dead—J. A. Tracy, former state fire marshal of Iowa for many years, died at his home in Des Moines. He was former president of the National Association of Fire Marshals. Since his retirement as fire marshal he has been serving in the State Department of Justice.

New Pumper Delivered to Pasadena Fire Department

An American-LaFrance 750-gallon pumper fitted with an 80-gallon booster tank has been delivered to Pasadena, Cal. The apparatus is steered from the left instead of the customary right hand side in order to facilitate control in passing other cars. It has four-wheel brakes capable of stopping the machine when fully loaded and traveling at a speed of twenty miles an hour, within twenty-two feet. The cooling water of the engine is in turn cooled by the water taken in on the suction side of the pump. The cooling water keeps on circulating.

New England Observes Memorial Day

(*Continued from page* 538)

at the grave of Capt. Daniel Pepper, where an address was delivered by Atty. Daniel J. Murphy, President of the Chelsea Kiwanis Club. Chester B. Knowlton, Secretary-Treasurer of the Veterans' Association, was in general charge of the arrangements.

In Revere the veteran firemen and members of the off-platoon of the Revere Fire Department attended memorial exercises in Holy Cross Cemetery. The principal speaker was Mayor Andrew A. Casassa. Fire Commissioner Harry J. Harding, Chief Thomas J. McCarrick and Lieut. Harold Jackson were in charge of the arrangements.

Waltham firemen headed by the High School Band marched to the Firemen's Lot in Mount Feak Cemetery, where services were held. Prayer was offered by the Rev. George Ekwall, of Christ Episcopal Church.

Exercises were held at the Firemen's Monument in Mt. Wollaston Cemetery in Quincy, Mass., where there was a prayer by the Rev. Howard K. Bartow and an address by Mayor McGrath. Graves of Quincy firemen in seven cemeteries were decorated.

In Hingham delegations from the seven fire companies marched under command of Chief Albert T. Brown, with escorts from the Hull and Cohesset Fire Departments. Music was furnished by the Hingham Community Band. At St. Paul's Catholic Cemetery there was an address by the Rev. Fr. Peter J. MacCormack, and at the Old Ship Cemetery by the Rev. John A. Redmond.

The Everett Fire Department and Everett Veteran Firemen's Association joined in memorial services at the grave of ex-Chief Columbus Corey in Glenwood Cemetery. Chief Philip A. Ham, of the Everett Fire Department, was chief marshal and there were addresses by ex-Mayor William E. Weeks and Police Chief William E. Hill. There were 158 graves decorated. Music was furnished by the 110th Cavalry Band.

The Hull Firemen's Relief Association conducted memorial services in the Village Cemetery, where new bronze markers, replicas of fire department emblems, were placed on the graves.

Chief Jeremiah F. Sullivan, of the Fall River Fire Department, led a parade of Fall River firement to Oak Grove Cemetery, where the graves of firemen were decorated. Mayor Talbot was chairman of the exercises and the orator was Atty. Harold E. Clarkin. The Rev. Paul Micou, of St. Mark's Episcopal Church, was chaplain of the day.

The fire departments of many other cities and towns conducted memorial exercises, as this custom is being adopted by more municipalities every year.

HARRY BELKNAP.

Elmira Firemen Aid Crash Victims

Chief John Espey and members of the Elmira, N. Y., Fire Department rushed to give possible aid when a covered wooden walk adjoining a building excavation crashed and buried many pedestrians in the pit. One little girl was killed and twenty persons were injured.

Engine Co. 1 and Truck Companies 1 and 2 responded to the general alarm that was sent out. When the men arrived about a dozen laborers and a few pedestrians were trying to free the bodies of some of the victims. According to accounts, Chief Espey was the coolest of all the rescue workers.

It is believed that the accident was caused because of large bundles of steel reenforcing rods that were placed on the roof of the walk.

Elmira Firemen Assisting in Rescue of Persons Injured in Building Crash

Dr. Archer Talks to Maryland Firemen

(*Continued from page* 536)

Lineboro; Senior Vice-President, Henry Hedeman (90 years old and the oldest volunteer fireman in the state); First Vice-President, Noble F. Rushe of Hyattsville; Second Vice-President, E. B. Miller, Sr., of Sparrows Point; Secretary, George R. Lindsay of Hagerstown; Treasurer, Frank C. Ort of Midland; Trustee, Leo N. Moore of Havre de Grace and Chaplain Conrad J. Herpich of Cumberland. Ocean City, on the eastern shore was selected for the 1931 convention. It is a summer resort. Frostburg made a strong bid for the convention, but the summering place prevailed.

The convention was called to order by Fire Commissioner John J. McGinity, Fire Commissioner of Baltimore. The opening prayer was delivered by the Rev. J. R. Hedeman, son of the last surviving members of the old Baltimore volunteer firemen. The Hon. William F. Broening, Mayor of Baltimore made the address of welcome.

The response to the address of welcome was delivered by Hon. Charles A. Jording, President of the Board of Fire Commissioners of the city of Baltimore. President Samuel Simmel also responded and Mrs. A. E. Barker sang the "Star Spangled Banner."

A xylophone and piano duet was played by Fireman John Mannix of the Baltimore Fire Department and his son. Dr. Hedeman sang a baritone solo.

Calvin H. Lauber, of the National Board of Fire Underwriters spoke, as did Fred Shepperd, Managing Editor of FIRE ENGINEERING, whose topic was "Discipline and Co-operation of Volunteer Fire Companies."

The headliner of the second day of the convention was Dr. Harry M. Archer, Honorary Medical Officer, F. D. N. Y., whose topic was "Artificial Respiration and Resuscitation." This talk lasted an hour and was especially attended by 700 uniformed members of the Baltimore Fire Department who are skilled in American Red Cross and first aid training. They wear the Red Cross on their left sleeve. Dr. Archer's address was preceded by a vociferous demonstration in honor of Fire Chief John Kenlon of New York, who stopped off at Baltimore en route from Washington, D. C., where he conferred with United States Senator Royal S. Copeland of New York on the subject of fire hazards at the national capital. Chief Kenlon was occupying an unostentatious place in the back row of the convention hall when Chief Emrich discovered him and escorted him to the platform, where he received a flattering reception and made a few brief remarks of appreciation for the signal honors and manifestations accorded him.

Dr. Archer's talk was most instructive. He deviated from medical and surgical language and terms and spoke to the assembled firemen in "engine house parlance" which they seemed to relish.

The session closed with a demonstration of the Baltimore Fire Department's high pressure system. The test was made in front of the City Hall where a four-inch nozzle was used on what the Baltimorians call "jumbo set." It is a turret pipe screwed into a manhole in the highway by removing a manhole cover and tapping the high pressure main at 260 pounds pressure. It did noble work by volume, while deck guns on several hose wagons demonstrated their effectiveness as well.

The convention closed with a grand parade which lasted an hour. All Baltimore turned out for the firemen. The newspapers had the most glowing editorials. It was truly firemen's day. Thousands upon thousands lined every available point of vantage to see the parade, which was reviewed by Mayor Broening, Chief Emrich, the members of the Board of Fire Commissioners, Dr. Archer of New York and most of the Baltimore city officials.

Otherwise the convention was one of the most successful the association has held. The firemen from the countryside and the mountainside of the state as well as from the sidewalks of Baltimore had a real good time, as did the Ladies' Auxiliary, the chairman of which was Mrs. August Emrich.

WM. JEROME DALY.

OKLAHOMA FIREMEN PLAN FOR LEGISLATION AND EDUCATION

Extensive Programs Adopted at Annual Firemen's Convention at Tulsa—Arson Considered—The New Officers Elected

A LEGISLATIVE program was launched at the 36th annual convention of the Oklahoma State Firemen's Association designed to double the amounts received for the pension funds of Oklahoma Fire Departments. Tulsa was host to the convention and the Sapulpa Fire Department contributed in a large measure to the excellent entertainment. On the last day of the convention an automobile sightseeing tour terminated in a park near Sapulpa where a bounteous picnic lunch was provided and entertainment furnished.

An educational program was also started. Twenty cities agreed to participate in the benefits of a new training school. Chiefs from twenty other cities indicated their interest and

Chiefs Who Attended the Annual Convention of the Oklahoma State Firemen's Association

Left to Right, first row: J. W. Hester, Guthrie; John Clue, Cushing; R. E. (Dick) Pitts, Tulsa; George B. Goff, Oklahoma City; Sim Sheppard, Lawton; S. W. McGee, Haskell; M. A. Marion, Fairfax; E. H. Miller, McAlester, president of the chief's club; E. J. Hohmann, Lone Wolf, and J. A. Atkins, Oklahoma City, secretary of the club.

Second row, George K. Brown, Ponca City; John O. Slack, Stillwater; Hardin White, Altus, assistant chief; J. L. Roberts, Comanche; A. L. Simcoe, Clinton; A. R. Roark, Pawhuska; West Warren, Alva; George Higgenbothon, Muskogee, and Carl Rodman, Wewoka.

Third row, S. M. Lowe, Bartlesville; W. W. Wicker, Shawnee; C. R. Summers, Norman; Elmer Davis, Oklahoma City; W. M. Collier, Sapulpa; Eugene Sands, Mangum; C. T. Ingalls, Oklahoma City, state fire rate board inspector; Tom Holland, Cushing; Martin Gelbhar, Cushing; Alvin Gelbhar, Cushing; E. G. Cooper, assistant state fire marshal, and George W. Smith, sergeant of the arson squad of the Detroit, Mich., police department.

Fourth row, G. M. Gaines, Vinita; A. H. Seay, Miami; L. O. Winters, Perry; K. Wimple, Chickasha; George F. Ross, Oklahoma City; Joe Kelly, El Reno, and G. C. Leach, Oklahoma City.

desire to join, but before any definite action could be taken, it was necessary for them to secure permission from city officials. It is hoped, as a result of the educational work, to establish a number of drill schools.

George W. Smith, detective sergeant of the Arson Squad, Detroit, Mich., was a feature of the program. His talk was of timely interest as at the present, supression of arson is considered a problem in many cities. in the state.

The newly elected officers of the association are Capt. James Osborne, Oklahoma City, President; Capt. F. W. Marshall, Sapulpa, First Vice-President; Capt. E. L. Stuart, Tulsa, Second Vice-President; Chief Ray Pence, Healdton, Third Vice-President; Chief Alvin Gelbhar, Cushing, Sergeant-at-Arms; Charles Slemp, Oklahoma City, Secretary-Treasurer, and Mrs. Charles Slemp, Assistant Secretary. The next convention will be held in Oklahoma City.

Comparing Notes of the Convention

Secretary Charles Slemp, Oklahoma City, Going Over the Proceedings with Miss June Michener, Stenographer.

INTERESTING PAPERS PRESENTED AT OHIO CHIEFS' CONVENTION

Apparatus Demonstrated at Pool—Next Year's Gathering at Akron—Chief Barney Houston Unable to Be Present

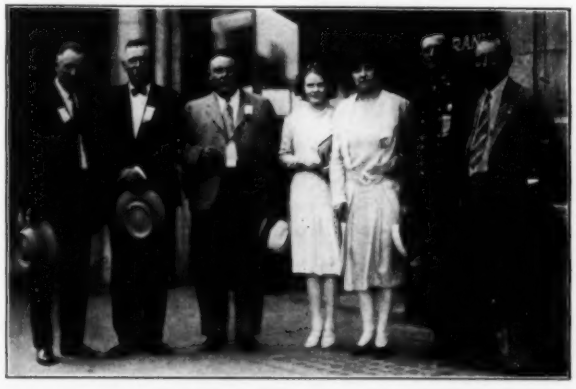
By R. B. CRISWELL
Engineer, Ohio Inspection Bureau, Columbus, Ohio

WONDERFUL weather conditions favored the thirteenth annual convention of the Ohio Fire Chiefs' Association held in the progressive city of Portsmouth, Ohio. At ten o'clock Tuesday morning, June 10th, President Robert R. Leedom, Chief of the Portsmouth Fire Department, opened the convention. After the invocation by Rev. Maurice P. Stoute, an address of welcome was made by Hon. Robert G. Bryan, Mayor of Portsmouth. This was ably responded to by Chief D. K. Moser of Warren. The reading of the minutes was dispensed with, and following a brief address by the president, with appointment of committees, the meeting adjourned for lunch.

Tuesday afternoon, the first paper presented was by Chief Barney Houston of Cincinnati on the combined subjects of "Use of Gas Masks in Fire Fighting" and "First Aid and Rescue." On account of his wife's illness, Chief Houston was unable to attend the convention, and his paper was read by Chief William J. Pflanger of Lebanon. It pointed out that gas masks should be much more in everyday use, that they are comparatively comfortable, and generally well able to take care of the various poisonous fumes and noxious gases the modern chief has to contend with. Chief Houston also stated that the drilling and training of men in the use of masks must be thorough and that masks should be only used by skilled men in good physical condition. Particularly was it shown that much work can be done amidst fumes if the wearer does not hurry too fast.

Chief Speddy of Lakewood then read a paper by Assistant Chief Granger of Cleveland, on "The Vital Problem." This paper will soon be presented at the International Convention at Winnipeg. It pointed out that no other business has such a wide scope as the fireman's and that fire prevention is the solution of the vital problem.

An address was then delivered by Chief W. F. Wise of Medina, on "Volunteer Fire Departments." Chief Wise said that



Officers of the Oklahoma State Firemen's Association

Left to Right: F. W. Marshall, Sapulpa, Third Vice President; J. C. Osborne, Oklahoma City, First Vice President; E. H. Miller, Oklahoma City, member of the Executive Board; Miss June Michener, Tulsa, Stenographer for the session; Mrs. Charles Slemp, Oklahoma City, who is assisting in the registrations; R. E. (Dick) Pitts, Chief of the Tulsa Fire Department and President of the association, and Charles Slemp, Secretary of the state organization.

it always grieved him to learn of anyone criticizing a "volunteer" fireman and that he has always noted that the advising observers are most in the way. He also told that recently volunteer firemen have been given more consideration in Ohio than ever before, especially in reference to state compensation in case of accident or injury. He also stated that in order to have a successful volunteer department there must be harmony and interested citizens.

J. R. Rowntree, of the Ohio Inspection Bureau, delivered an illustrated lecture on "Automatic Sprinkler Systems." After briefly outlining the history of sprinkler systems, Mr. Rowntree told about the modern types of sprinkler heads, the requirements for spacing and pipe sizes, the uses of wet and dry pipe systems, and the five possible sources of water supply. All of the above were illustrated with large drawings. Then after giving some brief but very pointed statistics showing the value of sprinklers, Mr. Rowntree stated that fire department inspection of sprinkler should be particularly thorough with regard to closed valves, empty tanks and obstructions near sprinkler heads.

The final address of the afternoon session was by Lieutenant Charles G. Eisenhart of the Cleveland Fire Department on "Resuscitation." The Lieutenant has been in charge of this work at the beaches and pools, in Cleveland for some time. He traced the history of resuscitation from the sixteenth century down, but stated that only recently have we come to know anything about "why" as well as "how." He also told how an electrical shock paralyzes the disphragram, and of the high affinity that the corpuscles have for carbon monoxide.

Tuesday evening, in accordance with the usual custom, the chiefs met in three sections: Full Paid, Volunteer, and Industrial. The Full Paid Chiefs' Division was presided over by Chief Edward J. Green of Steubenville and the following topics were discussed: The layouts of hose lines, the use of booster tanks, and the frequency of tire changes.

The Volunteers Chiefs' were led by Chief Charley Kyle of Girard, and discussed the new state compensation for volunteer firemen, indemnity and pension funds, and civil service.

The Industrial Chiefs' Division met under Chief Edward F. Foran of the Goodyear Tire and Rubber Company but postponed action until the following morning.

The sole address of Wednesday morning, June 11, was an illustrated talk on "Armored Cable" by Mr. F. O. Evertz of the Ohio Inspection Bureau. Mr. Evertz carefully explained the various types of armored cables and connectors for same, and showed the many ways in which this cable can be injured by improper installation or usage.

Immediately after lunch, the long parade line formed composed of three bands, exhibitors' trucks visiting chiefs' cars and local apparatus, and after traversing the principal streets, ended

A Few of the Many at the Ohio Chiefs' Convention

Left to Right, Chief Callan of Youngstown, Chief May of Mansfield, Chief Moser of Warren, Chief Harty of Youngstown Sheet & Tube Co., secretary-treasurer of the association, Chief Speddy of Lakewood, Chief Bryan of East Liverpool, Mrs. Woolford, representatitve of Signal Shirt Company, and Chief Cook of Bridgeport.

at a large swimming pool for demonstration. The remainder of the afternoon was spent in witnessing not only pumper work, but also tests of masks in smoke chambers, under water, resuscitation demonstrations and similar exhibitions.

Wednesday evening a banquet was served to over 500 persons and short addresses were made by the city manager, the state fire marshal, the secretary of the Chamber of Commerce, and the Honorable Edward A. Weigand, Mayor of Lakewood, Ohio. Entertainment was furnished by Fireman Leslie Flowers, of Portsmouth, assisted by others. Dancing followed the banquet.

Thursday morning, June 12, G. B. Muldaur, of the New York office of the Underwriters' Laboratories, spoke on the "Underwriters' Laboratories," Mr. Muldaur carefully explained the history and workings of the Laboratories, pointed out how they endeavor to discover and disseminate information in regard to any kind of hazard, and establish standards. He told of their method of procedure in approving devices, of their tests of building materials, columns, etc., and expressed the wish that all of the Chiefs would become better acquainted with the service rendered to them gratis.

Byron J. Culp, of the U. S. Department of Agriculture, Washington, spoke on "Dust Explosions." Mr. Culp stated that as a result of dust explosion studies within the past few years, the industrial construction along this line has been revolutionized,

Not a Glum Face in the Bunch

Left to right, Chief Fassnacht, Pittsburgh Plate Glass Company, Barberton; Chief Swager of Niles, Chief Leedom of Portsmouth and host to the convention, Chief Groff of Tiffin, newly elected president and Chief Lewis, of Chillicothe.

There are now approximately 28,000 plants having processes where dust explosions are liable to occur. As far as can be learned, there are no spontaneous dust explosions. Mr. Culp's talk was illustrated, not only by several very interesting experiments performed, but also with two reels of motion pictures.

Following a general discussion, the election of officers was held for the ensuing year. Chief John A. Grogg of Tiffin was elected president, Chief Edward Green of Steubenville first vice president, Chief Edward F. Foran of the Goodyear Tire and Rubber Company, Akron, second vice president, and Chief P. J. Harty, of the Youngstown Sheet and Tube Company, secretary-treasurer. To the Board of Directors were added Chiefs Callan of Youngstown, Hunsinger of Massillon, and Bolish of Upper Sandusky.

The total registration showed approximately two hundred members present, and in addition there were many visiting firemen, ladies and guests.

The 1931 convention will be held in Akron.

WESTCHESTER CHIEFS CONSIDER IMPROVEMENT IN LIABILITY LAWS

Chiefs' Emergency Plan Proposes to Push Legislative Plans to Effect This— The Question of Associate Membership

METHODS of bringing about legislation to improve the laws governing the matter of firemen's liability for accidents in the State of New York was freely discussed at the regular monthly meeting of the Westchester County Fire Chiefs' Emergency Plan—the last for the season. The meeting was held at Fire Headquarters, Mount Vernon, N. Y., on Wednesday, June 18, with President H. E. McTavey, Chief of Mount Kisco, N. Y., in the chair. The meeting was opened by a very interesting talk on resuscitation and a demonstration of the methods of using the Clark Inhalator, by A. E. Davidson, of the McDonald Engineering Corporation, Brooklyn, N. Y.

After the roll call and reading of the minutes, Secretary Riviere read letters from the American-La France & Foamite Corporation, Stanley & Patterson and the Eureka Fire Hose Company, applying for membership in the Clan. Considerable discussion ensued as to the adoption of an Associate Membership in the organization and as to the amount of dues that should be decided upon. Secretary Riviere proposed that the dues for associate members be $25. The Chair asked for an expression of opinion from Robert H. Lockwood, Editor, FIRE ENGINEERING. Mr. Lockwood said that he believed $25 was rather too high a figure for annual dues for associate members, considering that the membership dues were only two dollars. He pointed out that manufacturers were called upon to pay dues to numberless

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The Round Table

(*Continued from page* 534)

out. No record is kept of the number of times hose sections are used or the length of time hose is in service.

J. H. Harrison, Chief, Brunswick, Ga.: Our hose is dated and marked "B. F. D." on the couplings at the factory.

We do not have a tower but employ a rack instead, where hose is permitted to stay until thoroughly dry, then rolled and put in house.

We keep a record of all hose as purchase is made and as such becomes useless it is checked off the record, and in this manner, a correct check is kept of all hose.

Thos. Carroll, Chief, Fairfield, Conn.: All hose is stamped with company name and date as received.

We have no hose tower but a rack which we use for drying hose. It is left on this rack for two days and sometimes longer.

Our hose record includes date of purchase, from whom, when tested and at what pressure. If any hose is found defective, an effort is made to find the cause.

J. J. Powell, Chief, Griffin, Pa.: Date of purchase of hose is stamped on couplings. After a fire hose is cleaned and put on racks.

Hose record includes date of purchase, quantity, and service. Hose that has not been in service for sixty or ninety days is treated by wetting down and running water through it. It is then put in tower to dry, after which it is put on racks. All records are kept in headquarters office.

R. W. Cameron, Chief, Eureka, Cal.: The manufacturer dates and marks the hose on the coupling when made, and we record that date when the hose is purchased.

Hose is left in tower from four to seven days, depending on weather conditions. Hose on apparatus is changed every thirty days.

We keep a hose book in which is recorded the date hose is made and purchased.

W. C. Watters, Chief, Oak Park, Ill.: Couplings are stamped with month and year purchased, hose is stenciled with year.

Hose is permitted to remain in tower for 48 hours to dry.

All hose is tested semi-annually and indelibly marked, records of hose and tests are kept on file in the office of the fire chief.

J. I. Fetters, Chief, Mishawaka, Ind.: Hose is marked only with Station numbers as 1, 2, 3, etc., and is permitted to remain in the tower only 4 or 5 days.

Records are kept of the different lots, yearly tests, pressure, etc., and when some sections are thrown out, we check the date stamped on the coupling against the lot received on that date.

T. P. Treadwell, Chief, Fort Collins, Colo.: The date of purchase is stamped on the coupling, also a serial number and letter of the date it is placed in service.

We have no hose tower but employ a drying rack. Hose is tested twice a year.

A record is kept of all hose in the department, including chemical hose.

R. A. Buckler, Chief, Taylorville, Ill.: Hose is marked by stamping purchase date on couplings.

Hose is kept in the tower just long enough to thoroughly dry jacket.

After each test a complete record is made of the condition of the hose as found by the test.

Julius Marker, Chief, Idaho Falls, Idaho: All hose is marked with date of purchase.

From eight to ten days is the length of time hose is permitted to hang in tower. No record of hose is kept except the stamping as stated.

E. F. Lester, Chief, Athens, Ga.: The name "Athens" and date of purchase of hose is stamped on at factory.

We do not have a hose tower, but dry hose on racks after it has been thoroughly washed, if just brought out of service. It is flushed with water every six months. An inventory of hose stock is made every six months.

B. W. Norton, Chief, Bisbee, Ariz.: Our hose is marked "B.F.D." together with the date put in service.

The length of time hose is permitted to hang in tower depends on climatic conditions as our towers are open air. We leave it hang until we know the cotton jackets are thoroughly dry.

Our records include make and brand of hose and the date put in service.

Emil A. Johnson, Chief, Boulder, Colo.: "B.F.D." and date of purchase is stamped on all hose couplings. Wet hose is changed for dry hose after each time used. Hose is changed on trucks every thirty days. It is permitted to remain in tower long enough to dry.

All hose in department is tested every six months and a record kept of the findings.

H. E. McCullough, Chief, Coffeyville, Kans.: After hose has been tested under pressure, all good hose is marked with red paint and bad hose with black paint. These markings are made next to couplings.

We leave hose in tower about 12 hours or longer if necessary.

Records include: date purchased, date of pressure test, number of serviceable feet on trucks and in reserve, etc.

Frank A. Owen, Chief, Streator, Ill.: We do not mark or number our fire hose. For drying we employ racks. No record is kept of hose in service, we buy some hose every year and buy only the best.

Geo. W. Searles, Chief, Pana, Ill.: All hose is tested annually. The couplings of hose showing defects is painted red and used for sewer flushing, etc.

We permit hose to remain in tower about four days, after which it is removed and swept clean.

A complete record is kept of all hose on hand.

Chas. P. Loller, Chief, Hamden, Conn.: We stamp all hose with date of purchase. Hose is permitted to hang in tower about four days.

We keep a record of the hose when it is bought and all hose that shows wear or is porous is turned over to the sewer department.

F. F. Henryson, Chief, Elgin, Ill.: Serial number and date at which hose is put in service is stamped on each coupling. Hose is not kept in tower but dried on racks. When dry it is rolled up very loosely. Hose on apparatus is changed every thirty days.

A record is kept of all hose, each length having an individual record card. Here is recorded all information having any bearing on that particular length of hose.

J. T. McNulty, Chief, St. Petersburg, Fla.: The date on which hose is put in service is stamped on each coupling.

We keep hose in tower sometimes a full month, but weather conditions have much to do with the length of time left there, as we have no heating system for drying hose.

We keep no record of hose except to check up now and then as to the amount of hose which has developed defects.

Frank Hurby, Chief, Berwyn, Ill.: We do not mark our fire hose, each company getting a like quantity as purchases are made.

We have a heated hose tower and hose is permitted to remain therein about 24 hours or until thoroughly dry.

J. J. Kuplic, Chief, Manitowoc, Wisc.: If jacket of hose is not ice-covered, we find that 24 hours is sufficiently long enough for it to dry. Date on which hose is put in service is stamped on all couplings.

H. J. Lohman, Chief, Aurora, Ill.: Date of purchase is stamped on couplings.

We permit hose to hang in tower until it is thoroughly dry. Our hose records include age, use and capability of all department hose.

Fred. McGlachine, Chief, La Crosse, Wisc.: Each section of fire hose is numbered and dated when placed in service.

All hose is dried in racks. A very complete record of all hose is kept from the time of purchase to final disposition, including repairs, tests, etc.

Winnipeg Rushes Aid to Selkirk

Chief D. A. Boulden, head of the Winnipeg, Canada, fire department, responded with apparatus to aid the nearby community of Selkirk, which had a serious fire in its business section. For a time it was feared that the entire business area would become involved.

When the Winnipeg firemen arrived one end of the business street was a mass of flames. A 1,200 hose line stretch was made to pump water with a 20-foot lift. The Winnipeg units succeeded in saving a hotel and then wetted down nearby buildings to prevent the fire from spreading.

The fire originated in a pool parlor located in a frame building. It spread to an adjoining ice cream parlor. While Chief Boulden was making the twenty-five-mile run, the local volunteer department did good work, but the flames, fanned by a strong wind, were gradually gaining headway.

The Selkirk mayor and others expressed their gratitude at the good work by the Winnipeg firemen in preventing the business section from being wiped out.

CONVENTION DATES

June 24-25—SOUTHEASTERN ASSOCIATION OF FIRE CHIEFS. 3rd Annual Convention, Charlotte, N. C. President, Sherwood Brockwell, Insurance Department, Raleigh, N. C.

June 24-27—WISCONSIN SHORT COURSE IN FIREMANSHIP. 2nd Short Course at the State University, Madison. Address, Prof. H. E. Pulver, at the University.

June 24-27—NEW ENGLAND ASSOCIATION OF FIRE CHIEFS. 8th Annual Convention, Hotel Berwick, Rutland, Vt. Meeting, Odd Fellows' Hall; Exhibits, Armory, Secretary-Treasurer, Chief John W. O'Hearn, Watertown, Mass.; Chairman, Exhibits, Chief Daniel B. Tierney, Arlington, Mass.; Traffic Manager, George F. Cobb, Boston.

July 3-5—COLORADO STATE FIREMEN ASSOCIATION. 14th Annual Convention and Tournament, Salida, Col. Secretary, Clinton Turnbull, 303 Jacobson Bldg., Denver, Col.

July 7-10—MICHIGAN STATE FIREMEN'S ASSOCIATION. 56th Annual Convention and Fire College, South Haven, Mich. Secretary-Treasurer, H. L. Williams, Ludington, Mich.

July 9-10—DELAWARE VOLUNTEER FIREMEN'S ASSOCIATION 10th Annual Convention, Georgetown, Sussex County, Del. Secretary, Sam H. Carson, Dover, Del.

July 14-15—MONTANA STATE FIREMEN'S ASSOCIATION. 39th Annual Convention, Missoula, Mont. Secretary-Treasurer, D. E. Moser, Bozeman, Mont.

July 16—NASSAU COUNTY FIREMEN'S ASSOCIATION. 25th Annual Parade and Tournament, Inwood, L. I., N. Y. Parade, 9:30 A. M.; Tournament, 1:30 p. m. Secretary, J. W. Sane, Glen Cove, L. I.; Chairman Tournament, Henry W. Buck, Westbury, L. I.

July 22-23—WESTERN NEW YORK VOLUNTEER FIREMEN'S ASSOCIATION. 30th Annual Convention, Rochester, N. Y. Secretary, Henry A. Clark, Batavia, N. Y.

July 29-31—INDIANA FIREMEN'S ASSOCIATION. 13th Annual Convention, Lafayette, Ind. Secretary, Clem Smith, Fire Headquarters, Terre Haute, Ind.

July 30-31—CENTRAL NEW YORK FIREMEN'S ASSOCIATION. 37th Annual Convention, Skaneateles, N. Y. President, C. W. McCray, Waverly, N. Y.; Secretary, T. J. Murray, Cortland, N. Y.

July 31-Aug. 1-2—CALIFORNIA STATE FIREMEN'S ASSOCIATION. 8th Annual Convention, San Francisco, Cal. Secretary-Treasurer, H. E. Strasser, 1171 Tenth Street, San Diego, Cal.

August—MAINE STATE FIREMEN'S ASSOCIATION. 3rd Annual Convention, Bangor, Me. (Date to be set later.) Secretary, Earl E. Pratt, Auburn, Me.

August—UTAH STATE FIREMEN'S ASSOCIATION. 23rd Annual Convention, Provo City, Utah. (Exact date to be decided later.) Secretary, Charles A. Canning, Midvale, Utah.

Aug. 6-7—CUMBERLAND VALLEY VOLUNTEER FIREMEN'S ASSOCIATION. 30th Annual Convention, Shippensburg, Pa. Secretary, C. L. Jacobs, Waynesboro, Pa.

Aug. 6-8—WASHINGTON STATE FIREMEN'S ASSOCIATION. 8th Annual Convention, Kelso, Wash. Secretary, H. S. Jenkins, Bellingham, Wash.

Aug. 12-14—WISCONSIN PAID FIREMEN'S ASSOCIATION. 23rd Annual Convention, Two Rivers, Wis. Secretary-Treasurer, William H. Schultz, Sheboygan, Wis.

Aug. 12-15—WYOMING STATE FIREMEN'S ASSOCIATION. 4th Annual Convention and Tournament, Caspar, Wyo. Secretary, Chief Justin H. Patrick, Laramie, Wyo.

Aug. 15-16—CONNECTICUT STATE FIREMEN'S ASSOCIATION. 47th Annual Convention, Pyramid Lodge, 1035 State St., Bridgeport, Conn. Secretary, D. W. Harford, 10 Chestnut St., South Norwalk, Conn.

Aug. 19-22—FIREMEN'S ASSOCIATION OF THE STATE OF NEW YORK. 58th Annual Convention, Nyack, N. Y. Secretary, Fred A. Davis, Drawer X, Fort Edward, N. Y.

Aug. 25-27—ARKANSAS STATE FIREMEN'S ASSOCIATION. 9th Annual Convention, McGhee, Ark., Secretary, H. D. Compton, Central Fire Station, Little Rock, Ark.

Aug. 27-29—VIRGINIA STATE FIREMEN'S ASSOCIATION. 44th Annual Convention, Phoebus, Va. Secretary, E. K. Landis, Pulaski, Va.

Sept. 1-4—PACIFIC COAST ASSOCIATION OF FIRE CHIEFS. 37th Annual Convention, Oakland, Cal. Secretary, Jay W. Stevens, 1014 Merchants' Exchange Building, San Francisco, Cal.

Sept. 2-4—KENTUCKY FIREMEN'S ASSOCIATION. 11th Annual Convention, Paducah, Ky. Secretary, Capt. S. G. Render, 940 Starks Bldg., Louisville, Ky.

Sept. 2-5—DOMINION ASSOCIATION OF FIRE CHIEFS. 22nd Annual Convention, Port Arthur, Ont. Secretary, Chief James Armstrong, Kingston, Ontario, Can. Exhibit Space, Chief A. S. Kapelle, Stratford, Ont.

Sept. 9-11—ILLINOIS FIREMEN'S ASSOCIATION. 43rd Annual Convention, Peoria, Ill. Secretary, Assistant Chief Roy W. Alsip, Fire Department, Champaign, Ill. Exhibits, Chief Albert Herring, Fire Department, Murphysboro, Ill.

Sept. 9-12—INTERNATIONAL ASSOCIATION OF FIRE CHIEFS. 58th Annual Convention, Hotel Royal Alexandra, Winnipeg, Man., Canada. Recording Secretary, Chief James J. Mulcahy, Yonkers, N. Y.; Executive Secretary, Jay W. Stevens, 1014 Merchants' Exchange Bldg., San Francisco, Cal.; Chairman, Exhibit Committee. Chief Charles Alt, Fire Headquarters, St. Louis, Mo. Hotel Reservations, Chief D. A. Boulden, Winnipeg, Man.

Sept. 16-17—IOWA FIREMEN'S ASSOCIATION. 53rd Annual Convention, Boone, Ia. Secretary, Paul Soener, Independence, Ia.

Sept. 16-18—MASSACHUSETTS STATE FIREMEN'S ASSOCIATION. 51st Annual Convention, Pittsfield, Mass. Secretary, Daniel J. Looney, Room 1043, Old South Bldg., Boston, Mass.

Sept. 24-25—MISSOURI STATE FIREMEN'S ASSOCIATION. Annual Convention, Trenton, Mo. Secretary-Treasurer, M. J. Mulvoy, 3500 S. Grand Boulevard, St. Louis.

Oct. 7-9—FIREMEN'S ASSOCIATION OF THE STATE OF PENNSYLVANIA. 51st Annual Convention, Hotel Americus, Allentown, Pa. Secretary, Charles E. Clark, 411 Bellevue Avenue, Wayne, Pa.

Oct. 8-9—WISCONSIN STATE FIRE CHIEFS' ASSOCIATION. 2nd Annual Convention, Sheboygan, Wis. Secretary, Chief Arthur J. Rahn, Fire Department, Two Rivers, Mich.

Oct. 15—FIRE CHIEFS' EMERGENCY PLAN OF WESTCHESTER COUNTY. Regular meeting, and Mayors' Night. Fire Headquarters, Mt. Kisco, N. Y. Secretary-Treasurer, E. Riviere, Fire Headquarters, Larchmont, N. Y.

Oct. 21-23—NEBRASKA STATE VOLUNTEER FIREMEN'S ASSOCIATION. 49th Annual Convention (2d in year), Scottsbluff, Neb. Secretary-Treasurer, H. A. Webbert, Kearney, Neb.

November—SONOMA COUNTY FIREMEN'S ASSOCIATION. Annual Convention, Petaluma, Cal.

Chief Mitchell of Hudson Celebrates

On June 11, Chief Melvin P. Mitchell, of the Hudson, Mass., Fire Department, and Mrs. Mitchell observed their golden wedding anniversary. "Open house" was kept at the Chief's home and the couple were assisted in receiving a large number of guests by their son, Harry G. Mitchell, with his wife and two children, all of whom came up from St. Mary, Pa., for the occasion.

Chief Mitchell was born in Jamaica Plain, Boston, and attended grammar school in East Boston. He served for 33 years in the Boston Fire Department before coming to Hudson. He joined the Boston force as a call man in 1883 and was made a permanent fireman in 1884. He was promoted to lieutenant in 1897 and to captain in 1904.

He came to Hudson as Chief in 1916 and under his direction the department was completely motorized. He is a member of the Fire Chiefs' Club, of Massachusetts; the New England Association of Fire Chiefs; International Association of Fire Chiefs; Bethesda Lodge, I. O. O. F., of South Boston; Doric Lodge, A. F. and A. M.; Corinthian Chapter, O. E. S., and Magnolia Rebekah Lodge; and is chairman of the Hudson Chapter of the American Red Cross.

HARRY BELKNAP.

Importance of Salvage Work

(*Continued from page* 530)

then, of the officer in charge of the Salvage Department to record all, of these facts, and to co-operate with the insurance adjuster in every possible manner.

Another very important duty of the salvage official is to follow up his losses, as it makes no difference how effectively the Salvage Corps and Fire Department may perform their duties, the insurance adjuster can make their efforts appear very ineffective by making bad adjustments. Quite a bit of this is being done throughout the country.

A School for Salvage Operations

In conclusion, after very careful thought and consideration of every phase of Salvage Corps and Fire Department operations, we have organized a school, as previously stated, which will be open to all Salvage Corps and Municipal Firemen, and watchmen of the maufacturing and mercantile establishments, where a thorough course will be given on Fire Prevention Inspections, Building Laws, Sprinkler and Standpipe Installation, Care and Maintenance, and a thorough and complete course in investigating Fires of a Questionable or Incendiary Origin. In this school we want to point out the absolute necessity of Salvage Operations and the most efficient manner of performing them; the most effective salvage methods to perform in the various types of buildings to protect the contents; and explain just what effect fire smoke and water has on the different kind of materials. Salvage Operations are of great importance and should be practiced by all Fire Departments, no matter how large or small, or whether paid or volunteer. I believe, from my observations and knowledge obtained, this school will be very instructive to everyone concerned, and I hope that the Fire Chiefs will take advantage of this opportunity to further educate the men of their Departments in effective Salvage Operations, Fire Prevention Inspection, etc., and have them enroll to take this course. Each man graduating will receive a certificate, certifying that he has satisfactorily completed this course of instructions. Any information relative to the above will be gladly imparted upon request.

(From a paper read before the annual convention of the Eastern Association of Fire Chiefs at Baltimore, Md.)

FIRE DEPARTMENT ACTIVITIES

Lena, Ill., May Buy Aparatus—Lena, Ill., is contemplating the purchase of fire apparatus.

Department Organized at New Cumberland, O.—A volunteer fire department was organized following a meeting held in New Cumberland, Ohio.

Apparatus Delivered to St. Jacob, Ill.—A 500-gallon pumper has been delivered by the General Fire Apparatus Company to St. Jacob, Ill.

W. Allis Buys Two Pumpers—West Allis, Wis., has purchased a Pirsch 1,000-gallon pumper and a Pirsch 600-gallon pumper.

Logansport, Ind., Buys Two Pieces of Apparatus—The council of Logansport, Ind., has appropriated $20,000 for the purchase of two pieces of fire apparatus.

Pumper Housed in Lebanon, Pa.—A Mack pumper has been officially housed by the Union Company of Lebanon, Pa.

Farmers Contribute to Glenwood Apparatus—Farmers about Glenwood, Ia., have contributed towards the purchase of fire apparatus for fighting farm fires.

Garden City, N. Y., Celebrates Anniversary—A dinner was held in the Salisbury Country Club to mark the tenth anniversary of the Garden City, N. Y., fire department.

Springfield, Mass., to Erect Fire House—Bids have been invited for the construction of a fire house at Pine Point, Springfield, Mass.

Lester Prairie Farmers Want Apparatus—Farmers of Lester Prairie, Minn., have contributed towards the purchase of apparatus for rural protection.

Birdsboro, Pa., Orders Pumper—Birdsboro, Pa., has ordered a 750-gallon Mack pumper fitted with a 100-gallon booster tank.

Toledo, O., to Erect Fire Station—The council of Toledo, Ohio, has appropriated $41,000 for the construction of a new fire station and $25,000 for the land on which to erect the building.

Springfield, Ill., Firemen Want Pay Increase—Firemen of Springfield, Ill., are working for a wage increase of $15 a month. There is a difference of local legal opinion as to whether the matter may be submitted at a referendum vote.

Georgia Fire Chiefs Form Organization—A meeting has been held in Macon, Ga., to form a state fire chiefs organization. Chief John Monroe of Savannah is handling the business arrangements.

Saugus, Mass., Buys Pumper—Saugus, Mass., has purchased a 600-gallon Mack pumper for $8,700. The town has borrowed a 750-gallon Mack pumper to be used until the new apparatus is delivered.

Cleveland Wants Additional Apparatus—Safety Director Barry, of Cleveland, Ohio, has recommended the purchase of three pieces of fire apparatus and 10,000 feet of hose at an estimated cost of $60,000.

Plans Made for Convention in Allentown—A meeting has been held in Allentown, Pa., to plan for the 1930 convention of Pennsylvania State Firemen's Association to be held October 5-9.

New Fire Stations Planned for Dorchester—Fire Commissioner Edward F. McLaughlin of Boston is planning the erection of two new central fire stations in Dorchester, Mass., in accordance with a $250,000 building program.

Ripon, Wis., to Buy Apparatus—A community fire truck is to be housed in Ripon, Wis., to be used in fighting fires in the outlying sections. Runs will only be made to those subscribing for the fire service.

Whitewater, Wis., Fixes Service Charges—Whitewater, Wis., has established a scale for out-of-town calls. The charge will be $75 a trip and $35 for each additional hour at the fire. For a flat rate per year, the charge is $350.

Sturgeon Bay to End Rural Calls—Sturgeon Bay, Wis., will discontinue all rural calls after September 1. The plan is for the townships to buy apparatus which will be housed by the city and manned in return for possible use at city fires.

Chicago Firemen Raising Funds—Preparations are being made by Chicago firemen to raise funds for the benefit of the various relief funds established for firemen and their dependents. There will be a series of baseball games July 10 and 11, the profits of which will go to the funds.

Fire Endangers New Jersey State Records—A fire which started from a short circuit in an electric fan was quickly extinguished in the Public Record Room in Trenton, N. J. The records are protected by fireproof cabinets, but one corner of the office was damaged.

New Lenox, Ill., May Have Department—The township of New Lenox, Ill., is considering the formation of a fire department, in accordance with a 1927 law which permits fifty or more legal voters to petition for the formation of a fire district.

Savannah Band on City Motor Tour—The fire department band of Savannah, Ga., consisting of twenty-six musicians accompanies a good will motor tour under the auspices of the Chamber of Commerce. The band gave concerts in the public park of each city visited.

Volunteer Firemen are Entitled to Compensation—According to the opinion of the Nebraska Attorney General, volunteer firemen of cities and villages in the state are entitled to compensation for injuries received while fighting fires or on duty outside the limits of the municipality to which the fire department belongs.

Burlington, Ia., Firemen Want Raise—Burlington, Ia., firemen have presented a petition for a monthly increase of ten dollars in their pay. The petition said that the local department was the poorest paid in the state. At present first year firemen receive $112.50 a month, second year firemen, $115 and all after that $120. Captains receive $125 a month.

New York to Erect Two New Fire Houses—Commission Dorman of the New York Fire Department has called for bids for the construction of one fire house in the College Point section and the other at Auburndale. Two companies will be quartered in the new College Point building which is to cost $70,000.

Pennsylvania May Adopt N. J. Fireworks Code—As the result of an explosion in the plant of the Pennsylvania Fireworks Display Company, at Devon, Pa., state officials of Pennsylvania are planning a safety code to eliminate future accidents of this kind. A survey has been made of laws of other states, and it is possible that the New Jersey laws concerning fireworks will be used as a model.

Bridgeport, Conn., Asks for More Men—A recommendation has been made to the council of Bridgeport, Conn., that twenty-six men be added to the Fire Department and that a 1,000-gallon pumper be purchased. The present department personnel is 256 men with two vacancies. Chief Burns urged the establishment of a drill school, and that two new fire stations be erected.

Fire Survey Made of Wisconsin Penitentiary—A survey has been made of the Wisconsin Penitentiary, at Waupun, which has about 150 idle prisoners among its 1,297 inmates. While some fire hazards were found it was not considered as important as the overcrowding that existed and the danger due to idle prisoners. It is felt that a repetition of the Ohio incident is not impossible in the Wisconsin Penitentiary.

Volunteer Supervision Held to be Too Great—According to Charles E. Rhodes, Public Safety Director of Altoona, Pa., it will cost the city $150,000 a year to supervise and maintain the volunteer fire departments in recently annexed territory. This figure includes the cost of purchasing and maintaining equipment, installation of repeater system and the manning of different stations.

Sister-in-law of Chief Delfs Dead—Miss F. A. Johnson, sister of Mrs. Hugo R. Delfs, wife of the Chief of the Lansing, Mich., Fire Department, passed away at the home of Chief Delfs at 6.30 a. m., on May 19, after a lingering illness. Miss Johnson was very well known and a great favorite with the ladies who attended the conventions of the International Association of Fire Chiefs, at which she was a regular attendant with her brother-in-law and sister. The funeral was held at St. Mary's Church at 10 a. m., on Thursday, May 22, with interment at Mt. Hope Cemetery, Lansing.

PROPOSED IMPROVEMENTS

Tarrytown, N. Y. — Phenix Hose Co. has requested that a new fire apparatus be purchased at cost of $8,000, according to reports.

Decorah, Iowa — Funds are being raised for purchase of community fire truck.

Oak Harbor, Wash. — Funds are being raised for purchase of new fire apparatus, according to reports.

Wright Field, Ohio—Bids are being received by office of contracting officer, material division, air corps, for 662 fire extinguishers.

Proposal for Fire Apparatus

VILLAGE OF MAMARONECK, NEW YORK

Bids received until July 1, 1930

NOTICE IS HEREBY GIVEN that sealed bids will be received by the Board of Trustees of the Village of Mamaroneck, Westchester County, New York, until 8 o'clock P. M. daylight saving time, on the 1st day of July, 1930, at the Village rooms at the corner of Halstead and Ward Avenues, in the Village of Mamaroneck, N. Y., for the sale to said Village of one 1,000-gallon triple combination pumping engine with centrifugal pump for the use of the Columbia Hose Co. of the Village of Mamaroneck, New York. Each bidder is requested to furnish a full set of specifications with his bid. Each bidder must allow a monetary consideration for the old fire apparatus now in use by the Columbia Hose Co. of Mamaroneck, New York, which said fire apparatus may be inspected and examined at all reasonable hours at the Columbia Fire House at Barry Avenue, Mamaroneck, N. Y., for the purpose of determining the amount of said allowance.

Each bidder shall also include in his bid the following list of apparatus equipment and shall state whether such equipment is included as standard fire apparatus equipment in connection with said 1,000 gallon fire apparatus, or whether such items of equipment shall be considered as extras, and in the event that any item enumerated in said list of equipment shall be regarded as extras, each bidder shall state the amount of his bid for each separate item of equipment so regarded as an extra.

EQUIPMENT

Two half mile ray dry 5 cell Carpenter cellar lights
Two rear post spot lights
Two red cowl lights
One searchlight
Two headlights
Two engine lights under hood
One dash light
One trouble light
One pump gauge light
One tail light
Two axes, pick head 6 lb.
Two shut off nozzles Larken, with 1½" tips 4 assorted tips, 1 adjustable angle tip
One cellar nozzle, Bresnan
One crow bar
One 12' roof ladder
One 18' extension ladder
Two 3 gal. Babcock soda-acid tank
One siren electric horn
One 12" locomotive bell mounted on side
Two Dietz lanterns, one red globe, mounted on side
One double female 6" to steamer connection
One double female 6" to 2½" butt
One 5" soft suction with 6" and steamer connection coupling
Two 10' 6" lengths of hard 6" suction hose
Two lengths of 2½" hard suction 10' length
One 6" barrel strainer
1000' of 2½" Fabric hose.
Hose body to be built for 1,200' of hose
Two 2½" Gates hydrant
One 2½" Siamese with gates
Two hydrant wrenches double handle
One double male connection 2½"
One double female connection 2½"
Three way Eastman deluge gun with bracket—without shut off and with tips
One Pyrene gun
One 10' pike pole
Twelve helmet snaps
One double coat and boot rail and one single
One set skid chains
Six hose & ladder straps
One Cooper hose jacket
One 100-gallon booster tank
250' of ¾" chemical hose
Automatic hose reel under rear of hose body
Shut off nozzle for chemical hose, 2 tips 1¼", 1⅜"
First Aid Kit, DeLuxe Cabinet No. 1
Two new type Victor gas masks
Two life belts
Paint body to suit

The successful bidder will also be required and shall agree in his contract of sale with said Village, to make such minor changes in the placement of equipment on said fire apparatus as it is customary to make upon the request of the Board of Trustees. Each bid shall be placed in a sealed envelope and marked "Fire Apparatus Bid."

The Board of Trustees reserves the right to consider bids for thirty days after receiving same before awarding the contract and the right is reserved to reject any or all bids or to accept any bid or bids which the Board of Trustees may deem advantageous to the Village of Mamaroneck and to make an award to other than the lowest bidder. The award shall be subject to the actual receipt by the Village of the proceeds of certain fire apparatus bonds heretofore sold by the Village for the purpose of financing the purchase of said fire apparatus.

By Order of the BOARD OF TRUSTEES,
Village of Mamaroneck, N. Y.
JAMES M. SMITH, Village Clerk.

Mamaroneck, N. Y., June 17, 1930.
6-25

Westchester Chiefs Meet

(*Continued from page* 546)

organizations of firemen throughout the country, besides being asked to advertise in firemen's convention, tournament and fair programs, and that the financial drain upon them was considerable. He thought that five dollars per annum would be ample. David Leerburger of Walter Kidde & Co. said he considered $25 too high for annual dues, but his concern would gladly pay five dollars. Chief Mulcahey, Yonkers, N. Y., asked if the $25 was intended as an initiation fee or as annual dues. If dues, he thought it too high, but if an initiation fee it was a different matter. It was moved that an initiation fee of ten dollars and annual dues of two dollars be decided upon for associate members. Before the motion was put, however, Chief Brennan, of North Pelham, urged the members to go slow in the matter. He said that he did not believe that any manufacturer would object to paying an initiation fee of $25, provided the annual dues were set at two dollars, and he advised that the Plan hold the matter over to the fall meeting. In the meantime, he suggested that the Governing Board consider the matter and formulate a definite plan to submit to the next meeting. The chair said that was just what he hoped the organization would do, and it was agreed to let the matter rest over as suggested.

The matter of firemen's liability for accidents and death came in for much discussion. Chief Mulcahey urged definite action on the subject. He suggested that the Secretary arrange a meeting between the Committee, the Board of Governors, Judge Coop, of Bronxville, and Attorneys Sneller and Smitson, who at present have charge of arrangements for legislative action looking to the clarification of the law on liability.

Chief Steuhl, of Eastchester, said that such a meeting could be arranged.

Chief Mulcahey suggested that the cooperation of the New York State Chiefs' Association, the State Firemen's Association and the Hudson Valley Association should be invited with the Chiefs' Plan in the matter. He urged that the Board of Governors try to interest the Mayors of Westchester in the Chiefs' Plan. Especially, he said, should the Mayors of the smaller cities and the Presidents of the villages be invited to cooperate and attend the meetings. He believed that the word "Volunteer" should be entirely eliminated. It makes a false distinction between firemen, who are all working for one end, and causes an unnatural feeling of jealousy between organizations where harmony and cooperation should exist.

The chair said that he was glad Chief Mulcahey had brought up the matter of the Mayors. He wished to invite the Plan to meet next October at Mt. Kisco, and he proposed to make the meeting a Mayors' Night. Notices of the meeting, which was to be on the third Wednesday, October 15, would be sent out early.

Chief Towle, of Larchmont, Past-President, also spoke in favor of interesting the Mayors. Refreshments were served by Chief Gibson and the Mount Vernon Fire Department, after adjournment.

Thermostat Controls Coded Fire Signal

Mounted on the ceilings of many homes and business places of Lawrence, Kan., are thermostats that send in a coded fire alarm signal to a central fire alarm office when the heat melts the fusible contacts. Reference to the signal gives the firemen the exact location of the fire. When the alarm is received, the door of the central fire station is automatically opened. For this fire protection service, the resident is charged one dollar a year.

Lawrence is the first city to give a franchise for the operation of this fire alarm signal system. George C. Shaad, Dean of the School of Engineering, University of Kansas, tested the system for the city and reported:

"Short circuits or crosses can be located at once, as can the accidental grounds. In the case of an open line, the open line can be by-passed by grounding switches and the line will operate over one side until the opening is found and repaired.

"All essential signals and operations are in duplicate or in many instances there are several signals or methods of operation to care for any emergency conditions which may arise."

Fire Station Opened in S. Haven, Mich.—The new fire house in South Haven, Mich., was formally opened.

12,000 gallons of water displaced per hour with this siphon.

15 foot lift, 40 pounds pressure at siphon.

3,000 gallons of water used.

15,000 gallons gross, 12,000 gallons net.

A protection to the pumper.

30-Day Free Trial. Write for circular. Over 400 in service.

P-B PRODUCTS CO., Inc.

2155 Blendon Pl., St. Louis, Mo.

D. E. Parks, Pres.

when!

You are interested in Fire Fighting Equipment consult:

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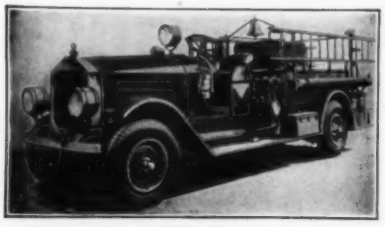
Builders of equipment to meet your requirements. Specializing in Apparatus for Rural Fire Fighting.

BOYER FIRE APPARATUS COMPANY

Logansport, Indiana

MAXIM FIRE APPARATUS

All Types



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If you are thinking of buying new apparatus shortly, be sure to get all the facts about MAXIM before you decide.

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MAXIM MOTOR COMPANY, Middleboro, Mass.

Metropolitan Sales Agents:

The Woodhouse Manufacturing Co., 156 Chambers St., N. Y.

Baker Fabric

A mass-woven jacket of exceptional pliability. The rubber lining is reinforced to flatten without breaks or pin holes. Write for details.

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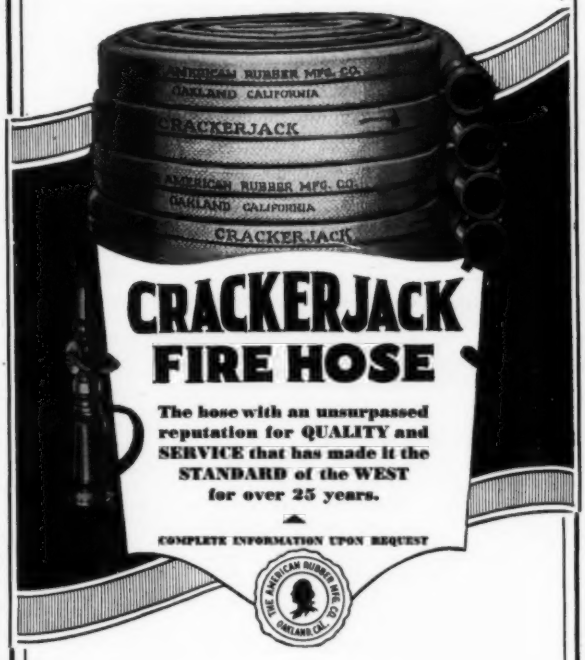
RUBBER CORPORATION

BUFFALO, N. Y.

(Also makers of single and double jacket hose)

"Territories Available"



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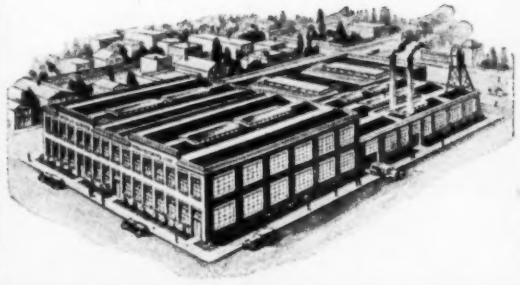

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FALSE ALARMS

MISDIRECTED

During the fall of the year, members of the volunteer fire department arranged a rabbit hunt. It was sort of an annual event. The party was fortunate in capturing several rabbits alive. Two colored men were engaged to distribute the live rabbits to some youngsters in the neighborhood. One rabbit scampered away and the man who was carrying it sat down and shook with laughter.

His companion asked, "What you-all laughin' at?"

"Look at dat ol' rabbit run de wrong way! Ah got de address in mah pocket."

You've heard of the optician's daughter? Two glasses and she makes a spectacle of herself.

TRIVIAL MATTER

The maid rushed into the professor's study shouting:

"Professor, the next room is on fire."

"Why worry me! Am I in the next room?"

AGAINST THE RULES

In a certain city a building inspector was appointed more for his work for the party in favor than for his knowledge of building regulations and construction. He was also handicapped by his inability to read. One day he called at a building and desired to show his authority. He called over a workman and asked:

"See those pails hanging over there? Well, what does it say on them?"

"It says, "For fire only," was the answer.

"Then why in the name of the Saints have ye got water in them?"

PROPERLY PROVIDED

He had called to inspect a building violation. A most attractive girl admitted him, once he had shown his credentials. She then proceeded to explain why he was wrong in assuming that the apartment was not properly protected from fire.

"Well, that sounds very fine to me," he said, "but tell me, has your apartment a fire escape?"

"Oh, yes," she answered sweetly.

"Fine. That lets me out."

QUICK SERVICE

Every effort is made to prevent petty thievery in the fire service. That is why immediate action was taken when one of the men reported that some one had stolen his gold watch. The following day the fireman went up to the commanding officer and said:

"In regard to the watch which I reported was stolen yesterday, I have since found that it is not lost at all."

"You are too late," replied his superior, "the thief has been arrested."

SUMMER RESORT NEWS

Suesskind's Seabreeze Hotel at Strutting-by-the-Sea, which burned down so profitably last year just after Labor Day, has been entirely rebuilt. Manager Suesskind looks forward to another equally successful season.

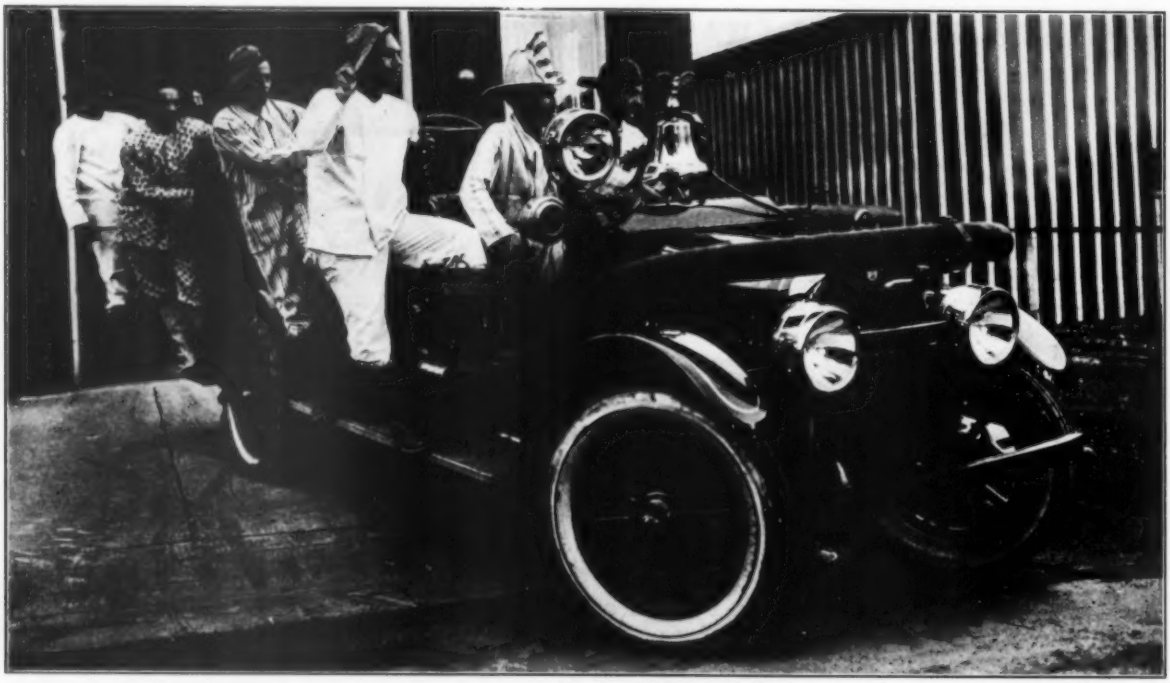
It is always easy to identify the owner of a car. He is the one who after you pull the door shut, always opens it again and slams harder.

SPOKE TOO SOON

A panel was being drawn to hear the case of an intoxicated driver who had run into the tail end of a ladder truck. When one possible juror was called, he said to the judge:

"Your Honor, I can't serve on this panel. Just one look at that man convinces me that he is guilty."

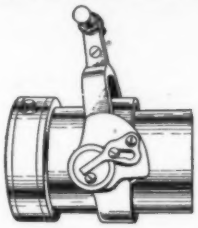
"That's not the prisoner, my friend," remarked the judge. "That's the prosecuting attorney."



To Be in Step with the Times, the Well Dressed Fireman Must Wear Pajamas of Attractive Colors

All over the country, separate movements have been launched to achieve more comfort in men's attire. First students at Dartmouth attempted to have shorts considered as the proper outdoor attire for men, while other revolutionists were satisfied with the less severe pajama suits. Now Chief B. D. Hirst of Millstadt, Ill., has issued an order to his men that in case of night alarms it would be permissible for the volunteer firemen to don pajamas. He said that this order was issued so that no time would be wasted in putting on their uniforms before responding. A recommendation was made that gaudy colors be used in the pajama suits so that identification would be easier even in the densest smoke. FIRE ENGINEERING, always a leader in fire department matters, has already presented the possibilities of pajama uniforms through the medium of an "Art" Espey masterpiece, published some time ago.

The SHIFT COUPLER



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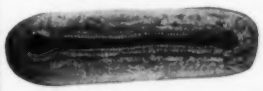

The principal reason for the failure of fire hose before the Bi-Lateral construction was invented and why it had to be purchased so frequently by municipalities is because it was necessary to carry it in a flattened position.

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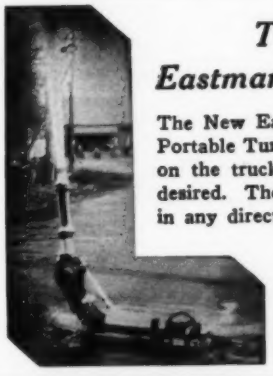

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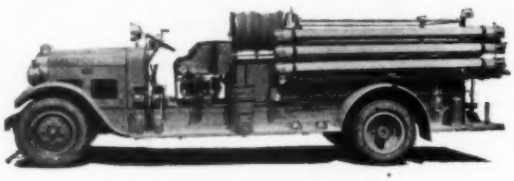

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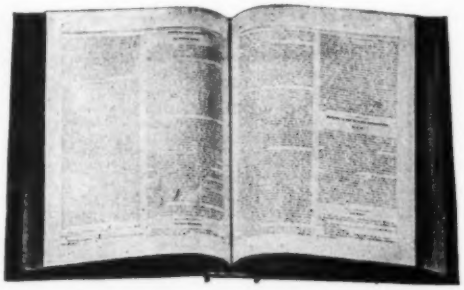

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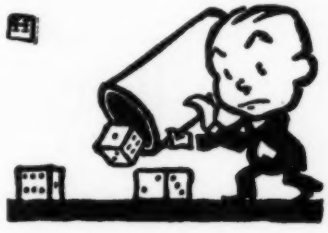

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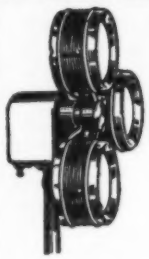

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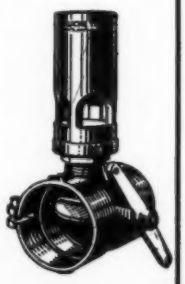

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